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## Final I-70 First Tier Environmental Impact Statement (FTEIS)

The Study Team has completed the Final First Tier Environmental Impact Statement (Final FTEIS), which identifies a preferred strategy for improving I-70 in the Kansas City Metropolitan Area.



The Final FTEIS is presented in chapters using the links below. The Final FTEIS was completed in a condensed format, highlighting changes from the Draft FTEIS.

The Executive Summary provides an overview of the analysis contained in the document. Chapter 1 discusses why improvements are needed along I-70. Chapter 2 discusses the strategies considered for improving I-70 and provides details on the preferred strategy. Chapter 3 discusses the potential effects of the various first tier strategies considered on the human and natural environment. Chapter 4 discusses how MoDOT has coordinated with members of the public and stakeholders and provides responses to comments made on the Draft FTEIS. The remaining chapters and appendices provide information on who was involved in preparing the report, the technical documents used, and further detailed technical information.

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- [Appendix C – Sections of Independent Utility Technical Memorandum \(Part 1 – Split for File Size\)](#)
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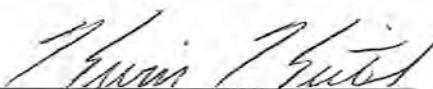
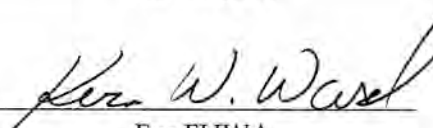
**Realty For Sale**

First Tier Environmental Impact Statement for Route I-70, Jackson County,  
from the end of the last ramp termini east of the Missouri and Kansas state line  
to east of the I-470 interchange, including the entire Kansas City, Missouri's  
Downtown Central Business Freeway Loop  
Job Number J4I1486B

## FIRST TIER CONDENSED FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to  
42 U.S.C. 4332(2)(c), 49 U.S.C. 303  
by the

U.S. Department of Transportation  
Federal Highway Administration and the  
Missouri Department of Transportation

<u>12/16/10</u> Date of Approval	<u></u> For MoDOT	<u>DIRECTOR</u> Title
<u>12/16/10</u> Date of Approval	<u></u> For FHWA	<u>Division Administrator</u> Title

The following persons may be contacted for additional information about this document:

Ms. Peggy Casey  
Program Development Team Leader  
Federal Highway Administration, Division Office  
3220 West Edgewood, Suite H  
Jefferson City, MO 65109  
(573) 636-7104

Mr. Kevin Keith  
Director of Transportation  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, MO 65102  
(573) 751-4622

This I-70 First Tier Condensed Final Environmental Impact Statement (EIS) documents the human and natural environmental effects of potential strategies for improving I-70 on the Missouri side of the Kansas City Metro Area. The document contains a Preferred Strategy that consists of the elements of the Improve Key Bottlenecks Strategy in the Kansas City Downtown Loop and extending along I-70 to east of I-435. From east of I-435 to I-470, the Preferred Strategy is to include either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. This decision will be left open to the Second Tier studies.

Comments on this document should be directed to the individuals listed above by:  
February 18, 2011.

# I-70 FIRST TIER Condensed Final EIS

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## EXECUTIVE SUMMARY

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The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) prepared this Final First Tier Environmental Impact Statement (FTEIS) to discuss and compare strategies for improving I-70 in Kansas City Metropolitan Area.

This document is a Condensed Final FTEIS, which highlights key issues and changes since the Draft FTEIS (March 2010) and refers the reader to the Draft FTEIS for background information.

### What is the I-70 First Tier Environmental Impact Statement?

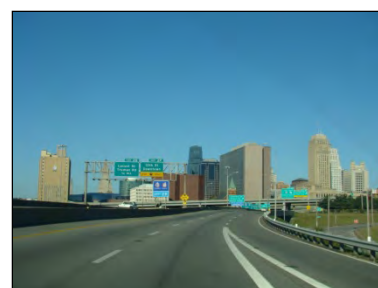
Under the National Environmental Policy Act (NEPA), FHWA requires an environmental study before a major highway project can be constructed. NEPA promotes efforts that prevent, minimize, or mitigate damage to the environment. An Environmental Impact Statement (EIS) is the documentation of the project's impact to the human and natural environment.

This I-70 environmental study is following a tiered environmental documentation process. Tiering complies with NEPA requirements and other environmental regulations. First Tier documents address broad programs or overall corridor strategies and issues in an initial, high level environmental impact analysis. The tiered process enables a decision-making process that focuses on issues that are ready for decision and reduces repetition in environmental documents. First Tier documents frame and narrow the boundaries and scope for multiple future Second Tier Studies.

For the Second Tier Studies, the portion of I-70 covered by this FTEIS as well as the downtown loop will be divided into Sections of Independent Utility. At this time, the proposed Sections of Independent Utility are the five Sub-Areas in **Figure 2.4** at the end of **Chapter 2**.



Illustration of the Tiered Environmental Process. The First Tier Study covers a corridor that will be broken down into multiple future Second Tier environmental studies.



**I-70 Leading into Downtown  
Kansas City, Missouri**

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### What is the downtown loop?

The downtown loop is the combination of I-70, I-35, I-29, and I-670 that form a circle or “loop” around the downtown area.

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### What is a bottleneck?

A bottleneck is a section of a road where movement of traffic is limited by the road design. This is often a section of road with a fewer number of lanes, a sharp curve, or traffic joining the road at an interchange. A bottleneck is the most vulnerable point for congestion in a road network and is also referred to as a chokepoint.

---



**Congestion on I-70  
Eastbound at Lister**

## What is the I-70 FTEIS Study Area?

The I-70 FTEIS Study Area is located entirely in Jackson County, Missouri. The Study Area is approximately 18 miles in length from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 Interchange, including the downtown loop. I-70 is a four- or six-lane divided and fully access-controlled interstate facility. The Study Area includes all land within 100 feet of the existing highway right of way along the corridor and within 300 feet of the existing highway right of way at interchanges along I-70.

An expanded Study Area consisting of 1,000 feet on either side of the highway including the downtown loop is being evaluated for land use and socioeconomic studies. The extended Study Area is needed for land use and socioeconomic evaluations to properly assess the potential impacts.

The I-70 FTEIS Study Area is shown in **Figure 1.1** located at the end of **Chapter 1**.

## Why is MoDOT Studying I-70 in the KC Metro?

The overall purpose of the I-70 FTEIS is to determine an improvement strategy for the corridor, including future capacity and mode choices, which addresses the following items:

- Improve Safety: Reduce crash rates and crash severity on I-70 and within the downtown loop.
- Reduce Congestion: Remove key bottlenecks; reduce the potential for ramp back-up onto the freeway; and improve multi-modal travel times in coordination with plans put forward by local and regional agencies.
- Restore and Maintain Existing Infrastructure: Improve bridge and pavement conditions on I-70 and the downtown loop and implement cost-effective investment strategies.
- Improve Accessibility: Provide travel options for all residents; increase safe access across I-70 and the

downtown loop for non-motorized travel; and support local and regional land use plans.

- **Improve Goods Movement:** Improve the efficiency of freight movement on I-70 and the downtown loop.

The Study Team developed the elements of the purpose and need in coordination with the Local Study Management Team and I-70 Major Investment Study (MIS). Each of the above elements of the purpose and need for improvements is discussed in more detail in **Chapter 1** of the **Draft FTEIS**.

## **What Strategies did the Study Team Consider for Improving I-70?**

MoDOT and FHWA worked with the local agencies, stakeholders, and the public to develop, refine, and evaluate improvement strategies for I-70 and the downtown loop.

The Study Team combined various concepts to develop 15 Initial Strategy Packages. The Strategy Packages were based on initial engineering and environmental analysis, Mid-America Regional Council's (MARC) Congestion Management System (CMS) toolbox, as well as comments and feedback from the local agencies, stakeholders, and the public. The first seven strategy packages evolved from the previously completed I-70 MIS. Eight other packages were focused, goal oriented strategy packages meant to address specific needs or issues along I-70.

The 15 Initial Strategy Packages were evaluated against the purpose and need for improving I-70:

- Improve Safety
- Reduce Congestion
- Restore and Maintain Existing Infrastructure
- Improve Accessibility
- Improve Goods Movement

**Chapter 2** of the **Draft FTEIS** provides a summary of each of the Initial Strategy Packages.

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### **What is meant by improvement strategies?**

Improvement strategies are general, high level transportation improvement opportunities to address the transportation issues along I-70. Improvement strategies may include a series of specific transportation improvements such as adding lanes, fixing existing pavement and bridges, improving interchange ramps, and/or transit projects.

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### **Who is the Study Team?**

The Study Team is the people who have been working on this project including specialists from the FHWA, MoDOT, and the consultant team.

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### **What is a First Tier Strategy?**

A First Tier Strategy is one of four strategies that is carried forward from the 15 initial strategies for more detailed evaluation.

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## What are the Four First Tier Strategy Packages?

The Study Team screened the 15 Initial Strategy Packages down to four First Tier Strategies.

The Study Team also considered engineering issues and impacts to the human and natural environments. The complete memorandum discussing the screening process is located in the **Draft FTEIS in Appendix C.**

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### Why is the No-Build Considered?

The No-Build Strategy is required in the NEPA process and is always an option in case the benefits of improvements to I-70 do not outweigh the environmental impacts.

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The screening process resulted in four strategy packages being carried forward. The recommended packages include:

- No-Build Strategy (This is a requirement of the NEPA process)
- Improve Key Bottlenecks Strategy
- Add General Lanes Strategy
- Transportation Improvement Corridor Strategy

**Chapter 2** provides information on the First Tier Strategies; the following paragraphs provide a summary.

#### No-Build Strategy

The No-Build Strategy includes maintenance activities as needed and projects already committed as part of existing Statewide Transportation Improvement Program (STIP).

#### Improve Key Bottlenecks Strategy

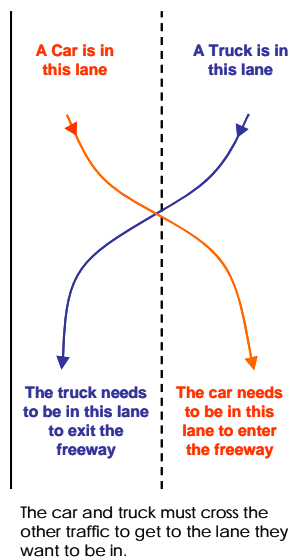
The Improve Key Bottlenecks Strategy includes the activities from the No-Build Strategy described above. The Improve Key Bottlenecks Strategy is discussed in **Section 2.2 First Tier Strategies Development** and is shown in **Figure 2.1.**

The key elements from the Improve Key Bottlenecks Strategy include activities such as:

- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
- Downtown loop lane balance improvements
- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access

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### What is a weave section?



- Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
- Improve the Jackson and Benton curves
- Rebuild the I-70/I-435 Interchange to provide six lanes on I-70 and six lanes on I-435 through the interchange
- Add collector distributor roads on I-70 and I-470 through the I-70/I-470 Interchange
- Integrate Operation Green Light on parallel routes
- Coordinate with Smart Moves Regional Transit Vision
- Improve incident management response times
- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary

### Add General Lanes Strategy

The Add General Lanes Strategy includes the activities from the Improve Key Bottlenecks Strategy described above. The Add General Lanes Strategy is discussed **Section 2.2 First Tier Strategies Development** and is shown in **Figure 2.2**. The key elements from the Add General Lanes Strategy include activities such as:

- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
- Rehabilitate and/or rebuild I-70 with four lanes in each direction from the downtown loop to I-470
- Downtown loop lane balance improvements
- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
- Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
- Improve the Jackson and Benton curves
- Upgrade the Truman Road Interchange
- Rebuild the I-70/I-435 Interchange to provide eight lanes on I-70 and six lanes on I-435 through the interchange
- Add collector distributor roads on I-70 and I-470 through the interchange
- Integrating Operation Green Light on parallel routes
- Coordinate with Smart Moves Regional Transit Vision
- Improve incident management response times

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### What does lane balance mean?

A lane balance issue occurs when the number of through lanes on the highway changes, usually as a result of a lane drop. An example of this is I-70 westbound at I-435.

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### What is Operation Green Light?

Operation Green Light is a cooperative effort to improve the coordination of traffic signals and incident response on major routes throughout the Kansas City area.

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### What are High Occupancy Vehicle (HOV) lanes?

HOV lanes are exclusive lanes for vehicles with two or more occupants. HOV lanes are physically separated by a barrier, striping, or signing from the adjacent regular lanes that are utilized by cars, buses, and freight trucks.

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- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary
- Add directional ramps in the southeast and southwest corners of the downtown loop

### Transportation Improvement Corridor Strategy

The Transportation Improvement Corridor Strategy includes all of the parts of the Improve Key Bottlenecks Strategy plus it adds a dedicated transportation corridor between the downtown loop and I-470. The transportation improvement corridor could be located between the eastbound and westbound lanes or on one side of the I-70 corridor. As currently proposed, the transportation improvement corridor would be barrier separated from the regular traffic lanes. The transportation improvement corridor could be used for congestion managed lanes, reversible lanes, High Occupancy Vehicle (HOV) lanes, or bus lanes.



Congestion at Jackson Curve

The Transportation Improvement Corridor Strategy as discussed in **Section 2.2 First Tier Strategies Development** and shown in **Figure 2.6** of the **Draft FTEIS**, includes activities such as:

- Rebuild and/or rehabilitate I-70 and the entire downtown loop with a design life of 30 to 50 years
- Add dedicated lanes that could be used for congestion managed lanes, reversible lanes, HOV lanes, or bus lanes located parallel to the general purpose lanes from the downtown loop to east of Lee's Summit Road
- Downtown loop lane balance improvements
- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
- Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
- Improve the Jackson and Benton curves
- Rebuild the I-70/I-435 Interchange to provide a transportation improvement corridor on I-70 and six lanes on I-435 through the interchange
- Add collector distributor roads on I-70 and I-470 through the interchange

- Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary

## What is the Preferred Strategy?

The Study Team has proposed a Preferred Strategy to move forward. The I-70 FTEIS Preferred Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. The Preferred Strategy from east of I-435 to I-470 is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. Additional information and analysis is necessary and the determination of which strategy will be used will be made in the Second Tier Studies. **Figure 2.3** provides a graphic explaining the Preferred Strategy. The Transportation Improvement Corridor Strategy was eliminated from consideration.

The Study Team selected the Improve Key Bottlenecks Strategy from and including the downtown loop to east of I-435 for the following reasons:

- It addressed the key reasons for improving I-70 as identified in **Chapter 1**.
- It reduces peak hour congestion to level of service (LOS) E or better.
- It has the lowest need to acquire properties and relocations of homes and businesses, especially in the areas with low income and minority populations for the Build Strategies.
- It has the lowest human and natural environmental impacts for the Build Strategies.
- It has the lowest estimated cost of the Build Strategies.
- It improves access across the freeway.
- It improves transit service with bus on shoulder.
- It restores and/or rebuilds the existing infrastructure.

Traffic analysis indicates a need for additional capacity on I-70 from east of I-435 to I-470, however, there are several factors that make this conclusion uncertain between now and 2030. The factors and issues leading to this decision include:

---

### What is meant by Preferred Strategy?

The Preferred Strategy is the strategy that the Study Team has determined will best address the purpose for improving I-70 while minimizing the land-use, social, and environmental effects of the project. The Record of Decision (ROD) issued by the FHWA at the conclusion of the First Tier Study will formally select a strategy to move forward after comments on this Condensed Final FTEIS have been received.

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- Uncertainty in how much traffic levels are going to grow. With higher gas prices, there have been reductions in national and regional vehicle miles traveled in recent years.
- Uncertainty of the effect of implementation of the Mid-America Regional Council's adopted 2040 Long Range Transportation Plan and its impact on growth patterns.
- Uncertainty of the Add General Lanes Strategy compatibility with future regional transit plan investments such as a fixed guide way system. Improving capacity in the I-70 corridor could potentially be solved by either adding new lanes to I-70 or through regional transit improvements. However, a significant investment to both potential highway and transit solutions is not necessary. If the region, supported by regional transit plans, concludes a significant transit investment would adequately address the traffic needs in the I-70 corridor, MoDOT, working with the region, would reevaluate the decision in the tiered environmental process.
- Potential federal climate change and vehicle emissions legislation. Congress is considering legislation that may focus transportation improvements on those that reduce driving instead of those that add capacity.
- Delaying the final improvement decision until the Second Tier studies will be a cost effective use of public resources given the uncertainties noted above. This strategy avoids committing to a solution that may be undesirable given future policy changes and thus requiring reopening this First Tier study.

The I-70 FTEIS provided environmental evaluation for the wider of the two footprints (Add General Lanes Strategy) to ensure appropriate environmental impact analysis is conducted.

Since the Draft FTEIS was published a minor change in the broad footprint used to estimate the effects of the Preferred Strategy occurred. Between Truman Road and 18<sup>th</sup> Street a jog in the I-70 corridor will be straightened resulting in an additional 1.49 acres of right-of-way.

The Transportation Improvement Corridor Strategy was eliminated from further consideration. The option to stripe a HOV/Bus lane will be carried forward with the Add General Lanes Strategy.

## How will the Strategies Affect the Human and Natural Environment?

**Chapter 3** of this Condensed Final FTEIS presents a summary of the existing social, cultural, economic, and natural environment of the Study Area. It also provides a summary of the impacts associated with the Preferred Strategy. The summary impacts are shown in **Table ES.1** at the end of this chapter. The following paragraphs briefly highlight key impacts that changed from the Draft FTEIS.

### Relocations of Homes and Businesses

The Study Team completed a new search of the multiple listing service (MLS) operated by the National Association of Realtors to provide more current data on houses for sale in the zip codes contained within the Study Area.

Based upon the updated data from the MLS, the number of homes for sale in the zip codes within the Study Area has decreased from 1,629 in March 2009 to 1,496 in June 2010. The majority of the houses currently for sale are in the \$50,000-\$100,000 price range and have two or three bedrooms.

### Environmental Justice

While no changes were made since the Draft FTEIS that impact areas with low income and minority populations, based on comments received on the Draft FTEIS, MoDOT clarified that the No-Build Strategy is expected to result in reduced LOS and increased congestion throughout the entire Study Area, not only through the identified areas with low income and minority populations. The potential decrease in air quality would not be disproportionately high on minority and low-income populations.



Southwest corner of loop  
looking at Downtown



Single-family Residential



Salvation Army



Manchester Village Mobile  
Home Park

## Hazardous Materials

The Draft FTEIS identified five hazardous waste sites within the Study Area. The Missouri Department of Natural Resources (MoDNR) provided additional information on the City Environmental site referenced in the Draft FTEIS. The MoDNR stated that the City Environmental site is no longer an active Hazardous Waste Treatment Storage or Disposal Facility (TSDF) site.



City Environmental, Inc. TSDF

The MoDNR also requested that the Beazer East hazardous waste facility (former Koppers Wood Treating Facility) be included in the list of hazardous waste sites within the Study Area. Wood treating was performed at this facility for decades. A considerable amount of contaminated soil has been removed from the property, and groundwater contamination remains (Environmental Protection Agency (EPA), 2003). While the building and address of this site fall outside of the study corridor, the Beazer East property does extend into the Study Area and is shown on **Figure 3.1**.

## Air Quality

The Kansas City area air quality monitoring region is currently designated as a maintenance area for ozone. This area includes Platte, Jackson, and Clay Counties in Missouri. The EPA is currently in the process of identifying areas that may no longer be in attainment of the current (2008) standard for ozone concentration levels. In January 2010, the EPA extended the deadline for designations of areas as attainment, non-attainment, or maintenance areas with respect to the 2008 standard for ozone. The new deadline is March 2011 (EPA, 2010a). It is possible that the Kansas City region's attainment status for ozone may be removed because it exceeds the current standard for ozone and more stringent standards for 8-hour ozone concentrations. Second Tier Studies will need to address the project's effect on potential air quality non-attainment issues for the region.

## Floodplains, Stream, and River Crossings

The 100-year floodplain map provided for the Blue River I-70 Bridge crossing less than a mile west of I-435 may be outdated.

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### What is an attainment area?

An attainment area is a geographic area with air quality that meets or exceeds the National Ambient Air Quality Standards (NAAQS).

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Blue River Floodplain less than a mile west of I-435



The U.S. Army Corps of Engineers (USACE) Blue River Channelization Project has significantly changed the 100-year floodplain at the I-70 Bridge crossing.

The City of Kansas City, Missouri reports that the Blue River Channelization Project in the vicinity of the I-70 Bridge crossing is complete. However, the updates to FEMA Flood Hazard maps are not available. The reduced floodplain was manually sketched onto **Figure 3.1** to represent the revised floodplain based on the Letter of Map revision (LOMR). The resulting potential floodplain impacts are estimated to be 21 acres for the Preferred Strategy, an increase of one acre compared to the estimate in the Draft FTEIS.

The final project must be designed to avoid all adverse effects to the Blue River Channelization Project. The Second Tier Studies will further develop the details of the Preferred Strategy to adhere to USACE requirements.

## Wetlands

The Preferred Strategy is estimated to affect 2.03 acres of wetlands. While no changes were made since the Draft FTEIS that impact wetlands, based on comments received on the Draft FTEIS, MoDOT confirmed that as the project continues into Second Tier environmental documentation and reaches the design phase, efforts will be made to avoid and minimize detrimental effects on wetland resources. The Study Team will adhere to the USACE permit process when the project advances to that point.

## Wildlife, Plants, and Threatened and Endangered Species

The Indiana bat (*Myotis sodalist*) was added as a species that could potentially be found within the Study Area and one that must be reviewed in greater detail as part of the Second Tier environmental study. The Indiana bat inhabits forested areas along stream channels (riparian zone). FHWA and the U.S. Fish and Wildlife Service will complete consultation concerning all threatened and endangered species that may be adversely affected by the proposed project.

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### What is a “100-year flood?”

The phrase “100-year flood” is a short way of saying “a flood with a high degree of probability of occurring in any 100-year period”. The 100-year flood is equivalent to a 1% flood and both are used interchangeably.

---



Little Blue River under I-70



Indiana Bat



## How did the Study Team Coordinate with the Public and Stakeholders?



Public Meeting

MoDOT developed a detailed Public Involvement and Agency Coordination Plan specifically for the I-70 FTEIS. The plan was circulated to potential participating agencies for review and comment. The plan was also posted on the project website for public review and comment. The plan has been updated on the website as needed during the course of the study. Detailed discussion of how MoDOT involved the public and stakeholders is contained in **Chapter 4**.

### Agency Meetings

MoDOT has held eight regular meetings with representatives from local stakeholder agencies such as:

- City of Independence, Missouri
- City of Kansas City, Missouri
- Kansas City Area Transportation Authority (KCATA)
- Mid-America Regional Council (MARC)



Mobile Meeting

Stakeholders provided feedback on the strategies as they were developed and refined.

MoDOT also held three meetings with environmental agencies to discuss the environmental analysis procedures for the project and the anticipated affects of the project on the environment.

### Public Information

MoDOT developed several ways for members of the public to learn more about the project. These included a project web site, a project phone number, project newsletters, a speaker's bureau, public meetings and listening posts, and other project interactive activities.



Listening Post

### Public Meetings

MoDOT held two rounds of public outreach prior to the publication of the Draft FTEIS and one round prior to the

publication of this Condensed Final FTEIS. All meetings were held in an open house format for two to three hours and members of the public could stop by at any time during the meetings. The first round of public outreach was held during September 2008, which included two weekday evening open house public meetings and two Saturday morning neighborhood coffee meetings. The second round of public outreach was held in January 2009, which included an on-line public meeting and an open house public meeting. The third round was held in April 2010 and included two open house public hearings and an on-line public hearing. The comment period on the Draft FTEIS was April 1, 2010 to May 7, 2010. All substantive comments on the Draft FTEIS along with responses are included in **Appendix D.1**.

## Mobile Meetings

In addition, MoDOT vinyl wrapped an existing 12-passenger van, provided a display tent, and backdrop to share information about the First Tier strategy packages with the community. The van was stationed for two hours at the following key events: Kansas City Chiefs Football Game on December 21, 2008; the Wal-Mart Super Center on Blue Ridge Boulevard in Independence, MO on January 9, 2009; Kansas City Royals Baseball Game on April 8, 2010 (mobile voice van not used); Metro Bus Stop at 31<sup>st</sup> and Prospect on April 9, 2010 (mobile voice van not used); River Market on April 17, 2010; Bass Pro Shops in Independence, MO on May 3, 2010. The Study Team circulated through the event location to speak with community members about the project and distributed "Contact Us" business cards.

## Speakers Bureau

MoDOT also established a speakers bureau for the project. Study Team members were available to attend neighborhood, business, and community organization meetings by request. The Study Team sent an invitation letter to more than 30 organizations along the corridor inviting them to request a speaker. The Study Team also posted a speakers bureau request form on the project website. As of June 2010, Study Team members have presented at nine community group meetings.

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### What is a Substantive Comment?

A substantive comment raises specific issues or concerns regarding the project or the study process. Comments that merely express support for or opposition to the project or a particular alternative are important but not a substantive comment requiring a response.

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**Mobile Voice Van Event**

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### What is a Speaker's Bureau?

The I-70 FTEIS Speaker's Bureau includes designated Study Team members who will attend neighborhood, business, and/or community meetings, by request, to discuss the I-70 FTEIS project.

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## **What are the Next Steps for Improving I-70?**

After this Condensed Final FTEIS is published, FHWA will approve a Preferred Strategy to move forward into the Second Tier Studies. The Preferred Strategy will be formerly selected in a Record of Decision (ROD).

For the Second Tier Studies, the I-70 FTEIS Study Area will be divided into Sections of Independent Utility for a more manageable, in-depth evaluation process. The Second Tier Studies will refine the right of way affected by the project in order to avoid, minimize, or mitigate the effects of the I-70 improvements where possible.

There are issues that do not affect the selection of the Preferred Strategy but will need to be resolved as part of the Second Tier Studies or subsequent design development. MoDOT is committed to the continued pursuit of resolving these issues.

Although the first tier process has laid the foundation for the continued study of the I-70 corridor and the downtown loop, the implementation schedule for I-70 improvements remains unresolved at this time.

MoDOT is committed to performing the Second Tier Studies in accordance with the recommendations contained within this First Tier EIS. These Second Tier Studies will be conducted through a continued and ongoing program of public outreach and agency coordination. Through the Second Tier Studies, more specific definitions of the improvements will be developed for consideration by the general public and the various environmental and community resource agencies. The Second Tier Studies will assess and study more specifically the following items:

### Corridor Wide

- Layouts and impacts of the interchange improvements to address ramp lengths, merge and diverge lengths, and weave areas.
- Air Quality designation status throughout the MARC region.

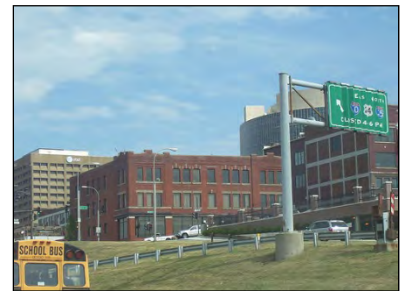
- Relationship between MARC's regional long range transportation plan update (Transportation Outlook 2040) and I-70 FTEIS Preferred Strategy.
- Locations and types of Community Bridges.
- Noise studies as directed by MoDOT's Noise Policy. Noise was a specific issue brought forward as a potentially controversial issue from the public and stakeholder outreach efforts.
- Detailed wetland and threatened and endangered species investigations as needed.
- Detailed investigations for historic structures and archaeological resources.
- U.S. Army Corps of Engineers Section 404 permitting will be required on this project.



**Quality Hill Historic District in the Downtown Sub-Area**

#### Downtown Sub-Area

- Layouts and impacts of the interchange additions, consolidations, or eliminations throughout the downtown loop.
- Location and need to replace the Wyandotte Street ramp to westbound I-670.
- Coordination and impact of the South Loop Link Study.



**Northside of the Downtown Loop**

#### Urban Sub-Area

- Layouts and impacts of the interchange additions, consolidations, or elimination of access.

#### I-435 Interchange Sub-Area

- Layouts and impacts of the interchange improvements at the I-435 interchange including modification of access at Manchester Trafficway interchange.

#### Suburban Sub-Area

- Selection of the Improve Key Bottlenecks or Add General Lanes Strategy.
- Layouts and impacts of the interchange additions, consolidations, or elimination of access through the series of interchanges at the Sterling Avenue, U.S. 40, and Blue Ridge Boulevard interchanges.



**I-70 at the Blue Ridge Cut-off**

#### I-470 Interchange Sub-Area

- Layouts and impacts of the interchange improvements at the I-470 interchange.

## What Changes and Clarifications Were Made to the Draft FTEIS?

On page ES-24 of the Draft FTEIS, the “**What are the Next Steps for Improving I-70?**” section indicated the following:

### Urban Sub-Area

- Layouts and impacts of the interchange additions, consolidations, or elimination of access at the 18<sup>th</sup> Street intersection.































The text was revised to remove “at the 18<sup>th</sup> Street intersection” due to the fact that other intersections may also be impacted, not just the 18<sup>th</sup> Street Interchange.

On pages ES-5 through ES-7 of the Draft FTEIS, the descriptions of each first tier build strategy were revised to include “bicycle/pedestrian access” to the bullet lists of elements (see below).





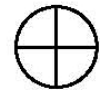
- Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access





















Appendix C Initial Strategy Packages Summary Memorandum in the Draft I-70 First Tier EIS was missing its two appendices. The full Appendix C Initial Strategy Packages Summary Memorandum was reposted to the project web site as part of the Draft I-70 First Tier EIS.






Table ES.1 First Tier Strategy Package Impacts Summary

<div><div></div><div>Achieved = 100% or highest benefit</div></div> <div><div></div><div>Mostly Achieved = 80% or moderately high benefit</div></div> <div><div></div><div>Moderately Achieved = 50% or moderate benefit</div></div> <div><div></div><div>Slightly Achieved = 20% or low benefit</div></div> <div><div></div><div>Not Achieved = 0% or no benefit</div></div>							
Evaluation Factor	Definition/Clarification	Indicators	Strategy Package				
			No-Build	Improve Key Bottlenecks	Add General Lanes	Transportation Improvement Corridor	Preferred Strategy*
Safety							
Crash Reduction	Evaluate with respect to reduction in crash rate	Addresses all or most of locations with crash rates above statewide average					
		Improves I-70 curves					
		Number of interchanges where geometrics are improved	3	10	19	17	17
Compliance with MoDOT Access Management Guidelines	Evaluate how well the proposed strategy package provides for the opportunity to implement access management guidelines						
Congestion Relief							
Traffic Operations/ Congestion Relief	Evaluate the strategies from a traffic operations standpoint based on Level of Service.	Miles of LOS F in 2030	Total 12.5 West of I-435 – 2.3 East of I-435 – 10.2	Total 6.2 West of I-435 – 0.5** East of I-435 – 5.7  **Can be corrected with a different bottleneck improvement	Total 0.0	Total 0.0	Total 6.2 West of I-435 – 0.5** East of I-435 – 5.7  **Can be corrected with a different bottleneck improvement
Restore/Maintain Existing Infrastructure							
Restore & Maintain Existing Infrastructure	Evaluate the corridor wide rehabilitation and/or rebuilding of existing highway either in place or as part of capacity expansion	Rehabilitates and/or rebuilds existing highway in place or as part of capacity expansion					
Improve Accessibility							
Improve Accessibility Across/Neighborhood	Evaluate how well strategy package improves neighborhoods and communities accessibility	Number of interchange and overpass reconfigurations	3	10	24	22	22
		Bicycle and/or pedestrian accommodations and/or improvements proposed					



				
Achieved = 100% or highest benefit	Mostly Achieved = 80% or moderately high benefit	Moderately Achieved = 50% or moderate benefit	Slightly Achieved = 20% or low benefit	Not Achieved = 0% or no benefit

Evaluation Factor	Definition/Clarification	Indicators	Strategy Package				
			No-Build	Improve Key Bottlenecks	Add General Lanes	Transportation Improvement Corridor	Preferred Strategy*
Improve Public Transportation	Evaluate potential for strategy package to improve public transportation	Adds park & ride					
		Support Operation Green Light					
		Integrate Smart Moves Transit Plan					
Improve Goods Movement							
Improve Goods Movement	Strategy package effectively serves freight movements in corridor	Improves Freight Movement					
Social and Economic							
Relocations	Evaluate the impact on residences and businesses to be displaced	Residential – Single family (each)	0	170	271	399	228
		Residential – Multi-family (each)	0	18	32	45	19
		Commercial/Industrial (each)	0	55	93	111	67
		Churches (each)	0	0	4	7	0
		Schools (each)	0	1	1	1	1
Environmental Justice	Evaluate the impact to low income and/or minority areas	Area of property affected (each)	0 Single Family 0 Multi-family	51 Single Family 5 Multi-family	95 Single Family 18 Multi-family	160 Single Family 28 Multi-family	51 Single Family 5 Multi-family
Public Facilities & Services	Evaluate the impact to facilities and services used for public uses	Number of facilities (each)	0	3	11	12	4
Environment							
Noise	Evaluate potential impact on existing sensitive receptors (residences, schools, churches, parks)	Proximity to sensitive noise receptor (number within 150 feet of proposed future edge of pavement)	664	465	335	282	414
Parks/Recreational Land	Evaluate potential impact on parks	Number of park/recreational lands affected (each)	0	5	8	8	5
Historic Property	Evaluate potential impact on historic properties	Number of historic properties impacted(buildings on or eligible for NRHP (each)	0	0	0	0	0
Historic Districts	Evaluate potential impact on historic district	Area of historic district impacted (each)	0	0	0	0	0
Archaeological Site	Evaluate potential impact to archeological sites	Number of potential archaeological locations (each)	0	7	9	9	9

<div><div> Achieved = 100% or highest benefit</div><div> Mostly Achieved = 80% or moderately high benefit</div><div> Moderately Achieved = 50% or moderate benefit</div><div> Slightly Achieved = 20% or low benefit</div><div> Not Achieved = 0% or no benefit</div></div>							
Evaluation Factor	Definition/Clarification	Indicators	Strategy Package				
			No-Build	Improve Key Bottlenecks	Add General Lanes	Transportation Improvement Corridor	Preferred Strategy*
Water Resources	Evaluate potential impact to rivers and streams	Encroachment on the Blue River ( <i>Fatal Flaw, Large, Moderate, Minor, None</i> )	None	Minor	Minor	Minor	Minor
		Number of streams/tributaries crossed (each)	0	8	10	10	10
Floodplains	Evaluate potential impact on floodplains	Area of floodplain affected (acres)	0	19 acres	21 acres	24 acres	21 acres
Wetlands	Evaluate potential impact on wetlands	Area of emergent wetland affected (acres)	0	0.9 acres	0.9 acres	0.9 acres	0.9 acres
		Area of forested/shrub wetland affected (acres)	0	0.48 acres	1.13 acres	1.09 acres	1.13 acres
Known Hazardous Waste Sites	Evaluate potential impact on known hazardous waste sites	Number of sites affected (each)	0	1	1	1	1
Forested Areas	Evaluate potential impact on forested areas	Area of sites affected (acres)	0	57 acres	69 acres	69 acres	69 acres
<b>Cost</b>							
Land Acquisition Cost	Opinion of probable land acquisition cost	Right of way cost (millions)	\$0	\$160	\$185	\$210	\$157
Construction Cost	Opinion of probable construction cost	Total construction cost (millions)	\$8.1 annual maintenance	\$630	\$735	\$890	\$633 - \$673
Total Costs	Opinion of total cost	Total cost (millions)	\$250	\$790	\$920	\$1,100	\$790 and \$830 million depending on the scenario selected east of I-435

\* The I-70 FTEIS Preferred Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. The Preferred Strategy from east of I-435 to I-470 is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. The Preferred Strategy environmental evaluation is based on the wider of the two footprints (Add General Lanes Strategy) to ensure appropriate environmental impact analysis is conducted prior to the Second Tier studies. The exception is in the evaluation of the traffic operations/congestion relief factor where the Improve Key Bottlenecks Strategy would have less beneficial impact of the two strategies being considered.

# CHAPTER 1

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## Purpose and Need

This chapter summarizes the basic information for the I-70 First Tier Environmental Impact Statement (FTEIS) including what the project is about, where it is located, and why improvements are needed to I-70 on the Missouri side of the Kansas City Metropolitan Area (KC Metro). In review of the comments received on the Draft FTEIS, no new information was submitted relating to the purpose and need for improvements to I-70. Consequently, this Condensed Final FTEIS references the Draft FTEIS for detail. MoDOT has updated the crash analysis to reflect the most recent data available. This does not change any of the conclusions regarding the purpose and need for improvements.

### What is the I-70 First Tier Study About?

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to improve the I-70 corridor from the Kansas state line to east of I-470. The I-70 FTEIS in the KC Metro is following a tiered process consisting of a First Tier EIS and multiple Second Tier environmental studies and documents. Generally, First Tier documents address the transportation problems to be solved and potential corridor improvement strategies in an initial, higher level environmental impact analysis. First Tier documents frame and narrow the boundaries and scope for future, smaller Second Tier Studies. The Second Tier environmental document process will occur after this study is complete and will likely consist of several documents based on logical termini and independent utility for sections of the corridor. A full discussion of the First Tier process can be found in **Chapter 1** of the **Draft FTEIS**.

### What is the I-70 FTEIS Study Area?

The I-70 FTEIS Study Area is located entirely in Jackson County, Missouri. The Study Area is approximately 18 miles in length from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 Interchange, including the downtown loop. I-70 is a four- or six-lane

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#### What is a Purpose and Need?

A Purpose and Need identifies the reasons a proposed project is needed.

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#### What is meant by improvement strategies?

Improvement strategies are general, high level transportation improvement opportunities to address transportation issues, such as traffic congestion, existing pavement, bridge, and interchange ramp deficiencies, and/or insufficient transit projects.

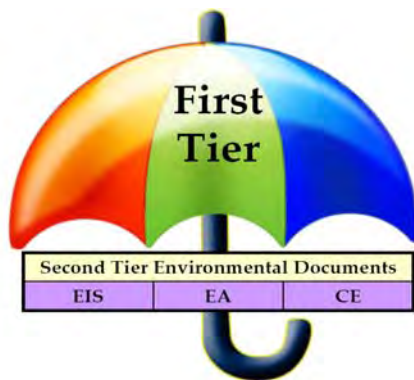
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#### What are logical termini?

Logical termini are rational beginning and ending points for a transportation improvement and for a review of the environmental impacts.

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**Illustration of the Tiered Environmental Process. The First Tier Study covers a corridor that will be broken down into multiple future Second Tier environmental studies.**

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### What is a bottleneck?

A bottleneck is a section of a road where movement of traffic is limited by the road design. This is often a section of road with a fewer number of lanes, a sharp curve, or traffic joining the road at an interchange. A bottleneck is the most vulnerable point for congestion in a road network and is also referred to as a chokepoint.

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divided and fully access-controlled interstate facility. The Study Area includes all land within 100 feet of the existing highway right of way along the corridor and within 300 feet of the existing highway right of way at interchanges along I-70. An expanded Study Area consisting of 1,000 feet on either side of the highway including the downtown loop is being evaluated for land use and socioeconomic studies. The extended Study Area is needed for land use and socioeconomic evaluations to properly assess the potential impacts. The I-70 FTEIS Study Area is shown in **Figure 1.1** at the end of this chapter.

### Why is I-70 in the KC Metro Important?

The 18 mile I-70 corridor and the entire downtown loop are vital to serving regional transportation demands including commuters, transit, and freight movements. In addition to serving regional needs, I-70 in the KC Metro is also the main artery for traffic traveling to and from other cities and places across the state and nationally. Some of the I-70 traffic traveling through Kansas City is bound for major cities and towns in Missouri or the adjacent states of Kansas, Nebraska, Iowa, and Illinois.

### Why are Improvements needed along I-70 in KC Metro?

The overall purpose for studying I-70 is to determine an improvement strategy for the corridor that is consistent with the Mid-America Regional Council's (MARC) Long Range Transportation Plan (LRTP) policy goals and environmental constraints. The I-70 FTEIS is in MARC's 2010-2014 Transportation Improvement Program. Full details on the reasons why improvements are needed to I-70 are found in the Purpose and Need Technical Memorandum located in **Appendix B** of the **Draft FTEIS**. The improvement strategy will address the following items:

- Improve Safety: Reduce crash rates and crash severity on I-70 and the downtown loop.
- Reduce Congestion: Remove key bottlenecks; reduce the potential for ramp back-up onto the freeway; and improve multi-modal travel times in coordination with plans put forward by local and regional agencies.

- Restore and Maintain Existing Infrastructure: Improve bridge and pavement conditions on I-70 and the downtown loop and implement cost-effective investment strategies.
- Improve Accessibility: Provide travel options for all residents; increase safe access across I-70 and the downtown loop for non-motorized travel; support local and regional land use plans.
- Improve Goods Movement: Improve the efficiency of freight movement on I-70 and the downtown loop.



**I-70 Eastbound at the Jackson Curve**

## Summary

The purpose of the I-70 FTEIS is to determine an improvement strategy for the corridor, including future capacity and mode choices, that addresses the key needs outlined in this document.

The Study Team developed, refined, and evaluated potential I-70 corridor strategies based on the needs outlined in this document while seeking to minimize impacts to the human and natural environment. This development, refinement, and evaluation of the strategies are summarized in the following chapters of this Condensed Final FTEIS.

## What Changes Were Made to the Draft FTEIS?

The legend on **Figure 1.1** was revised from “Hydrology” to “Water Features”

Updated Crash Data – The Improve Safety section of the Purpose and Need has been update to include more recent crash data.

Improving safety within the I-70 FTEIS Study Area must be a key element of improvement strategies. Traffic crashes cost the travelers of I-70 in a variety of ways. Some crashes cost lives, cause severe injury or result in property damage. Traffic crashes also create congestion from blocked travel lanes resulting in increased gas consumption and lost time. I-70 improvements should work to reduce the crash rates compared to the statewide average and to reduce the crash severity.



The Draft FTEIS contained crash rates from 2003 to 2007 using MoDOT data. These have been updated for years 2005 to 2009 using MARC crash data. Both datasets (from MoDOT and MARC) came from the same master database. The new crash data were evaluated and five year crash rates were developed across the corridor. The Study Team identified rates that were more than 150% of the statewide average as undesirable. Rates between 100% and 150% of the statewide average are defined to be approaching undesirable characteristics. Any rates equal to or less than the statewide average were categorized as adequate, but the Study Team will look at potential improvements that will reduce crash rates throughout the corridor.

In the five year period from 2005 to 2009, 21 crashes on I-70 within the study area involved a fatality. The locations of those fatal crashes are shown in **Figure 1.2**. This is comparable to the 20 fatal crashes reported between 2003 to 2007.

**Figure 1.2: Fatal Crash Locations in the I-70 Corridor 2005 to 2009**





The locations with the highest crash rates between 2003 and 2007 were the downtown loop, westbound from the Benton curve to the downtown loop, eastbound from the Jackson curve to I-435, and the I-435 interchange. New 2005 to 2009 data shows the same segments with the highest crash rates with one exception. The crash rate for westbound I-70 at the Manchester Interchange nearly doubled, likely due to recent lane closures and construction on and around the Manchester viaduct.

The latest data also shows a drop in the crash rate at the U.S. 40 West interchange and a simultaneous increase in the crash rate at the U.S. 40 East interchange. This is likely more a result of the processing of the crash location than the actual locations of the crashes. The algorithm used by MARC to geocode crash locations likely located some of the crashes meant for the U.S. 40 West interchange to the U.S. 40 East interchange instead. The Study Team believes that, similar to the 2003 to 2007 data, eastbound I-70 at the U.S. 40 West interchange still has an undesirable crash rate while U.S. 40 East interchange is approaching the undesirable crash rate, but is not as high as the data indicates.

A crash analysis summary from 2005 to 2009 is provided in **Table 1.1**. Undesirable rates – those greater than 150% of the statewide rate – are highlighted in red.

**Table 1.1: FTEIS Crash Rate Summary**

Analysis Sections		Length (miles)	2005 to 2009 Crash Rate (Crashes Per 100 Million Vehicle Miles of Travel)		5 Year Crash Rate versus Statewide Average Crash Rate* (130.62)	
			Eastbound	Westbound	Eastbound	Westbound
1	Downtown Loop	3.45	223.51		171%	
2	Paseo Interchange	0.86	110.34	163.75	84%	125%
3	Benton Curve	1.20	145.82	191.59	112%	147%
4	23rd Street Interchange	0.67	59.32	44.37	45%	34%
5	Jackson Curve	0.88	262.34	93.24	201%	71%
6	Van Brunt Interchange	0.73	217.16	121.29	166%	93%
7	U.S. 40 West Interchange	0.59	74.37	44.77	57%	34%
8	Manchester Interchange	0.57	165.04	206.48	126%	158%
9	I-435 Interchange	0.96	169.00	196.09	129%	150%
10	Blue Ridge Cutoff Interchange	1.28	97.76	109.61	75%	84%
11	U.S. 40 East Interchange	1.60	215.05	135.70	165%	104%
12	Noland Road Interchange	1.50	146.44	131.71	112%	101%
13	Lee's Summit Road Interchange	1.35	97.63	96.76	75%	74%
14	I-470 Interchange	1.51	94.41	90.84	72%	70%

\* Statewide average crash rate for urbanized interstates.

In general, the crash rates in the study area from 2005 to 2009 are lower than those calculated from 2003 to 2007. There are several likely factors contributing to this trend:

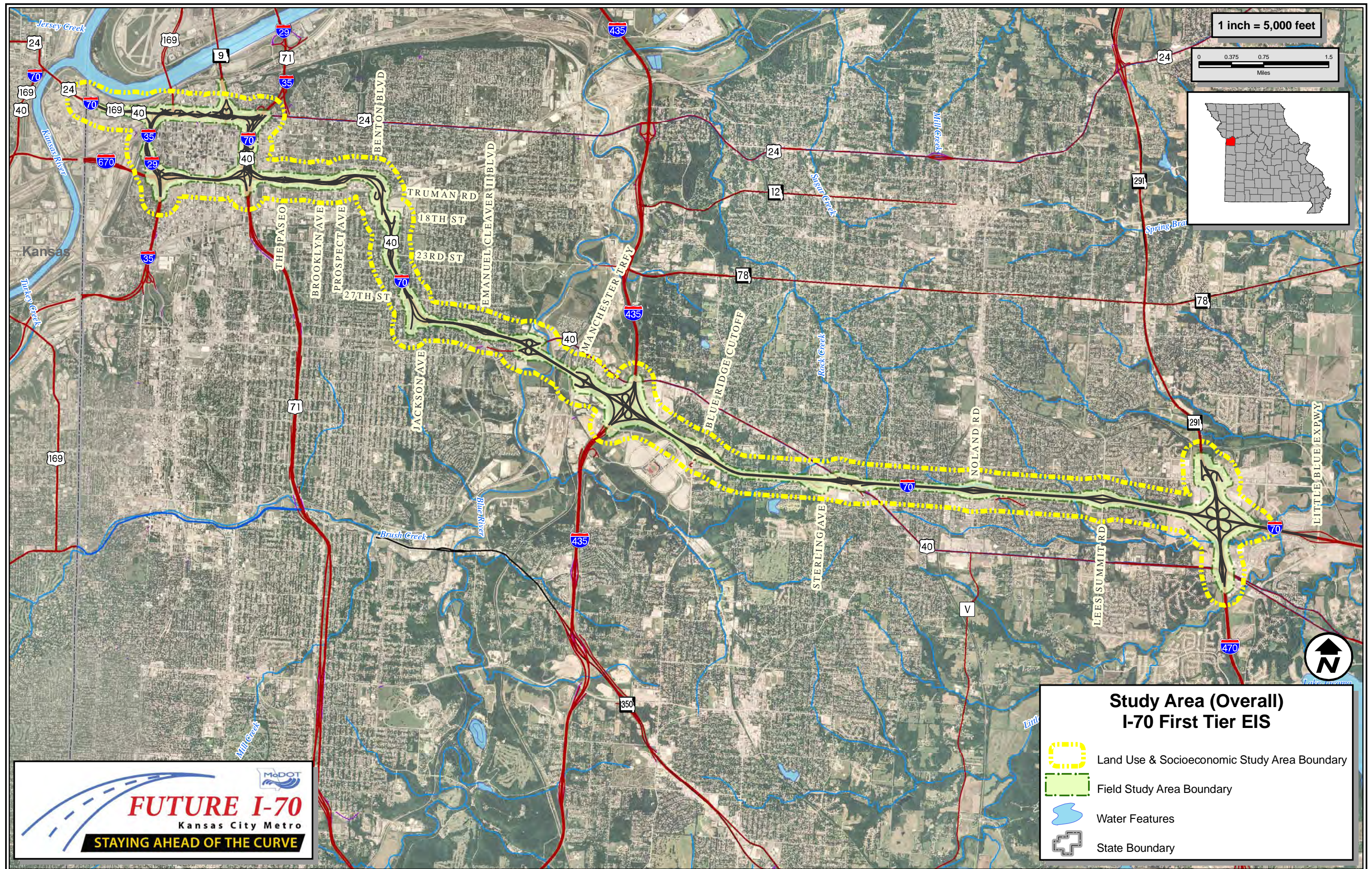
1. With higher gasoline prices and the economic recession over the past two years, fewer vehicles have been on the roadways. Fewer vehicles and less congestion contributes to a lower crash risk.
2. Construction on I-29/I-35 northeast of the downtown loop, which began in 2008, has temporarily shifted traffic patterns, particularly around the downtown loop and along I-70 from the downtown loop to I-435. In many of these locations, traffic volumes and crash risk have decreased.
3. MARC's algorithm for locating crashes is not able to locate 100 percent of reported crashes, meaning that it is likely that some of the crashes are not included in the data. This would have also been true with the 2003-2007 MoDOT data.

The comparison to the statewide crash rate has changed since the 2003-2007 analysis. The 2003-2007 crash rates were compared to the five-year statewide urban interstate crash

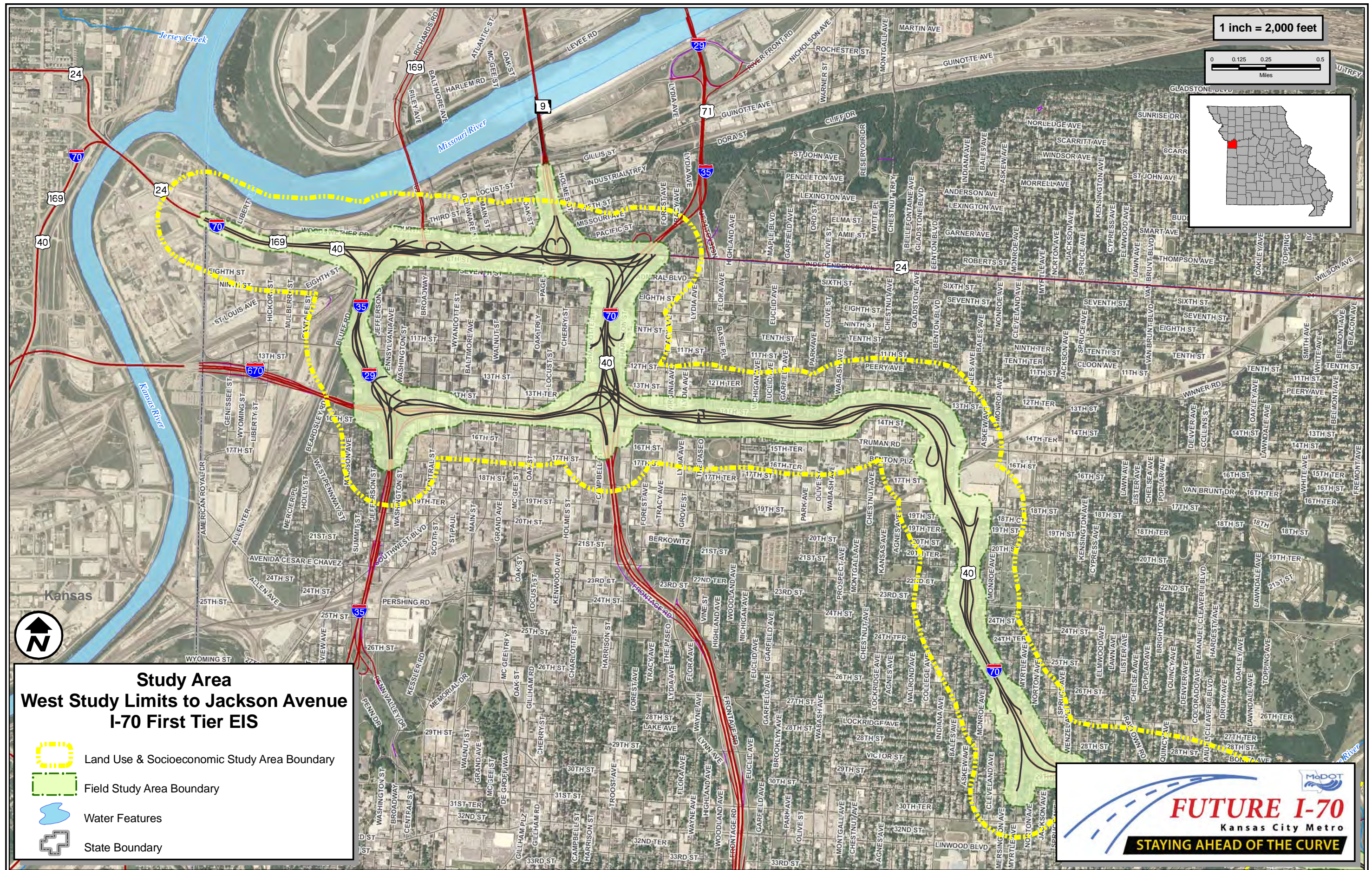
rate, which in 2007 was reportedly 107.82 crashes per 100 million vehicle miles traveled (HMVMT). The new 2005-2009 crash rates are instead being compared to the five-year statewide urbanized interstate crash rate, which in 2009 was 130.62 crashes per HMVMT. An urbanized area is one with a population greater than 50,000, whereas an urban area has a population of 5,000 to 50,000. The urbanized crash rate is more representative of the study area in the Kansas City metropolitan area. For comparison purposes, the five-year statewide urbanized crash rate in 2007 was 138.13 crashes per HMVMT, so this rate has also decreased in the last two years. Based on the 2009 statewide urbanized crash rate, the downtown loop and an additional three sections eastbound and two sections westbound are defined as undesirable because the crash rate exceeds 150% of the rate of 130.62 crashes per HMVMT.

Based on 2005 to 2009 data, the majority of the crashes involve multiple vehicles (79%) while 17% are a collision with a fixed object. Of the crashes involving multiple vehicles, most (63%) are rear end. 22% are sideswipes due to passing, and 10% are angle collisions. Rear end collisions often occur in congested areas as drivers fail to stop for slow moving traffic. About 77% of the total crashes cause property damage only and about 22% cause injury. About 24% of all crashes occur in dark conditions and about 20% occur in icy/snow/wet pavement conditions. All of these observations are consistent with the 2003 to 2007 data. The time of day of the crashes could not be determined for the 2005 to 2009 data because it was unavailable through MARC. From the 2003 to 2007 data, approximately 30% occur during the weekday peak period of traffic (7-9 am and 4-6 pm), which has the largest effect on delay for motorists.

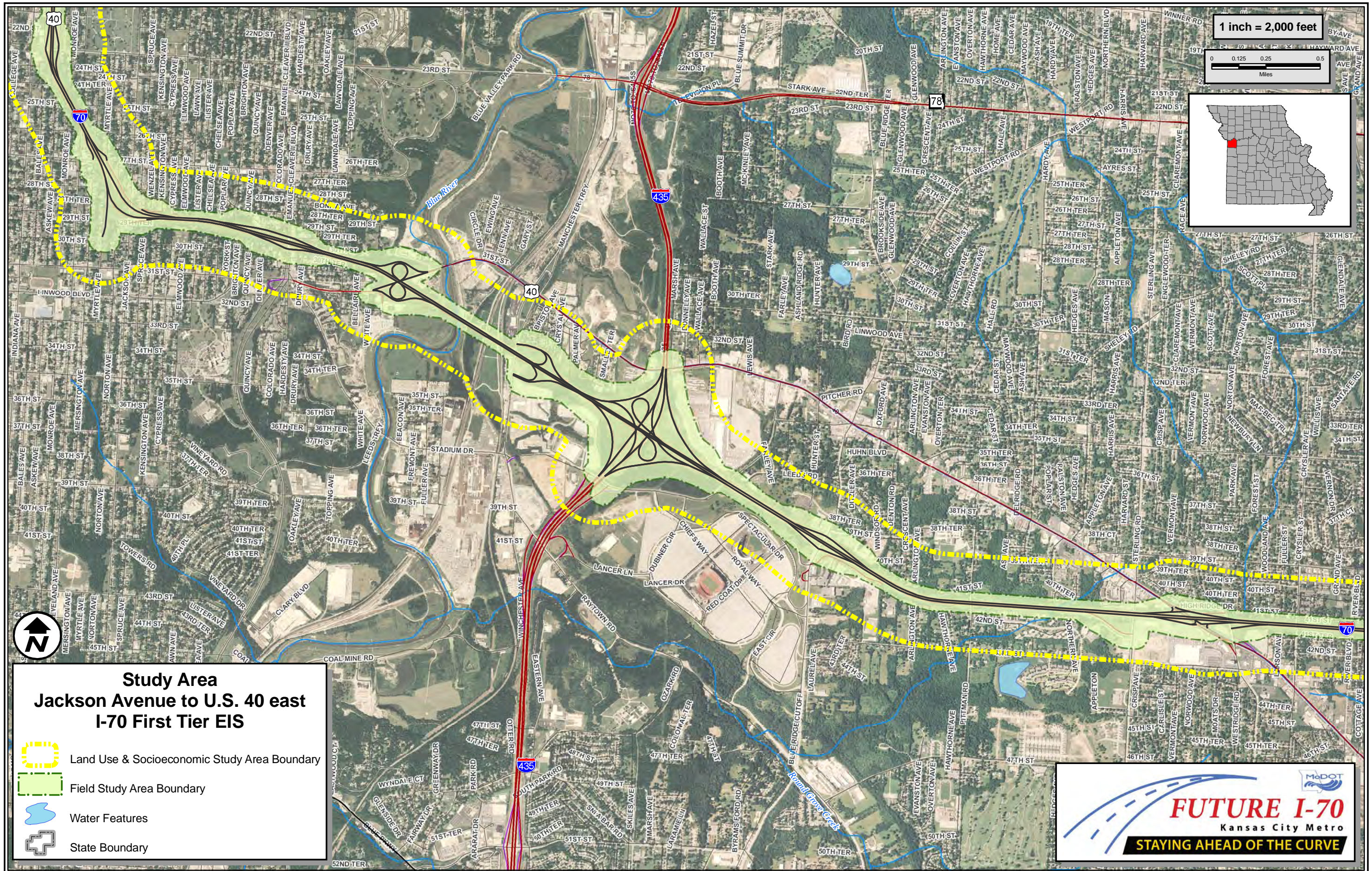




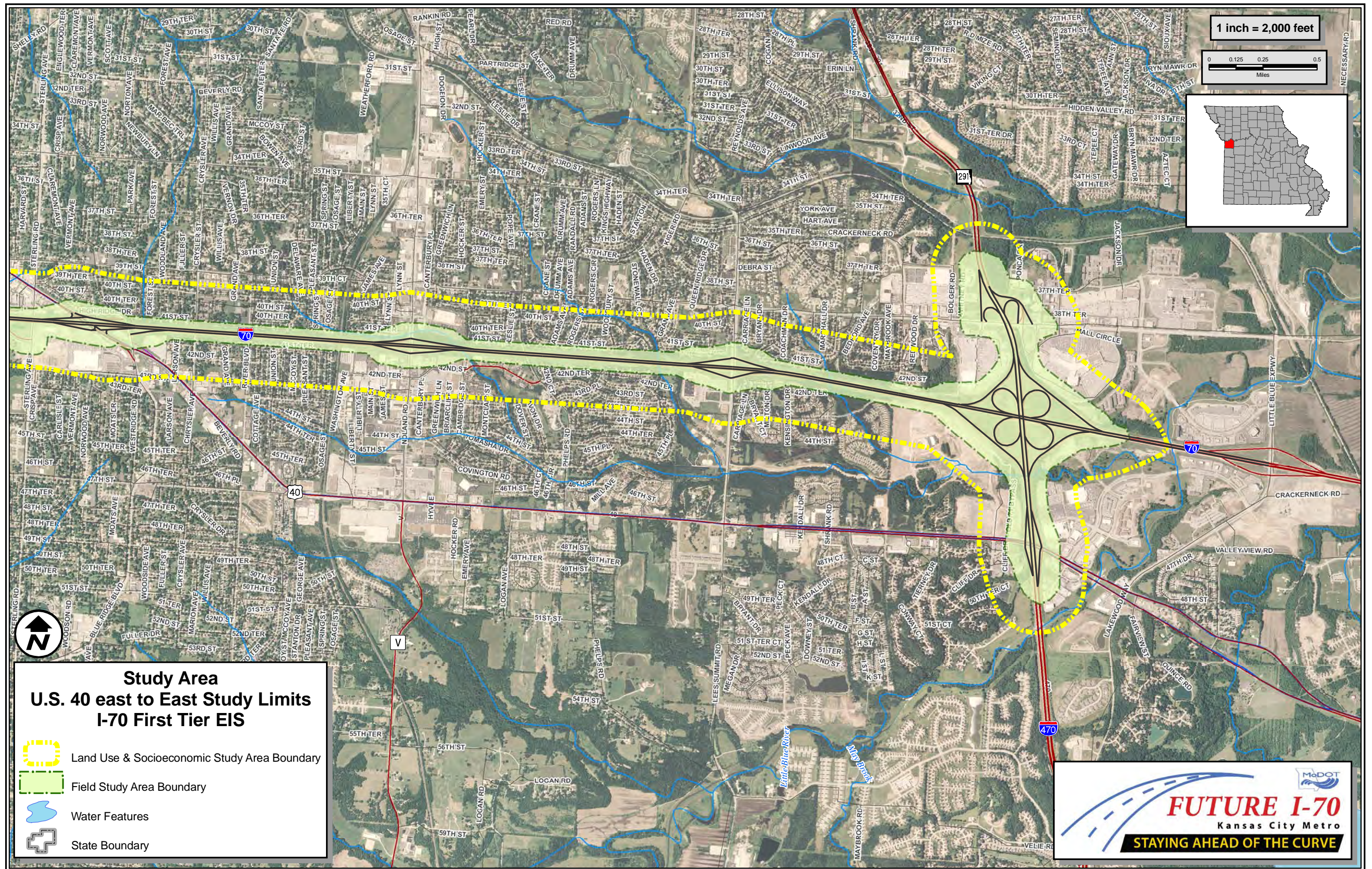














## CHAPTER 2

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### Alternatives Considered

This chapter provides an overview of the four First Tier Strategies and the Preferred Strategy for improvements to the I-70 FTEIS Study Area.

**Chapter 2** of the **Draft FTEIS** includes a discussion of the concepts and initial strategies that were considered during the early part of the study, the process used to narrow the initial strategies down to four First Tier Strategies, discusses the more detailed evaluation process of the four First Tier Strategies, and why the Preferred Strategy was proposed.

#### 2.1 Initial Strategy Development

The Study Team combined various concepts to develop 15 Initial Strategy Packages based on initial engineering and environmental analysis, MARC's Congestion Management System (CMS) toolbox, as well as comments and feedback from local agencies, stakeholders, and the public. The first seven strategy packages evolved from the previously completed I-70 Major Investment Study (MIS). Eight other packages were focused goal oriented strategy packages meant to address specific needs or issues along I-70. **Section 2.1** of the **Draft FTEIS** describes each of the 15 Initial Strategy Packages.

#### 2.2 First Tier Strategies Development

The 15 Initial Strategy Packages were evaluated against the purpose and need for improving I-70:

- Improve Safety
- Reduce Congestion
- Restore and Maintain Existing Infrastructure
- Improve Accessibility
- Improve Goods Movement

More detailed information on the purpose and need for improving I-70 is in **Chapter 1**. The Study Team also

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#### What is a concept?

A concept is a single idea for solving a transportation issue in the I-70 corridor. Several concepts joined together make an improvement strategy.

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considered engineering issues and impacts to the human environment, the natural environment, and the cultural resources within the Study Area. Initial Strategy Packages were not carried forward if they did not meet the purpose and need, with the exception of the No-Build Strategy. In addition, a package was not carried forward if it contained the same basic concepts as another package carried forward, was combined with other packages that were carried forward, or had engineering or costs estimates that were magnitudes higher than other packages.

## Key Elements of the No-Build Strategy

## What are the four First Tier Strategy Packages?

Build Strategy includes a needed level of effort required to address the major safety and maintenance problems. Corridor wide improvements include routine maintenance activities to pavement and bridges as needed. Existing bus transit service would be maintained. **Section 2.2** of the **Draft FTEIS** provides a detailed discussion of key improvements included in the No-Build Strategy.

The No-Build Strategy would cost an estimated \$8.1 million dollars a year in on-going maintenance and operational costs over the next 30 years. This represents a total cost of approximately \$250 million between 2009 and 2035.

### Improve Key Bottlenecks Strategy

The Improve Key Bottlenecks Strategy includes the activities from the No-Build Strategy described above. The Improve Key Bottlenecks Strategy rebuilds and/or rehabilitates I-70 and the downtown loop to its existing configuration with a design life of 30 to 50 years. This includes pavement, roadbed, and structure improvements. This strategy will evaluate interchange improvements to address ramp lengths, merge areas, weave sections at all interchanges, and bicycle/pedestrian access. Other corridor wide improvements in the Improve Key Bottlenecks Strategy include integrating Operation Green Light on parallel routes, improving incident management response times to clear incidents and stalled vehicles, coordinating with the Smart Moves Regional Transit Vision, improving non-motorized access across I-70 and the downtown loop with Community Bridges, and investigating locations to add Park and Ride lots as necessary. **Figure 2.1** at the end of this chapter shows the Improve Key Bottlenecks Strategy. **Section 2.2** of the **Draft FTEIS** provides a detailed discussion of key improvements included in the Improve Key Bottlenecks Strategy.

The Improve Key Bottlenecks Strategy is estimated to cost \$630 million to construct and an additional \$160 million in right of way acquisition costs. The total estimated cost is \$790 million.

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#### Key Elements of the Improve Key Bottlenecks Strategy

- Rebuild and/or rehabilitate I-70 and the downtown loop with a design life of 30 to 50 years
  - Downtown loop lane balance improvements
  - Improve interchanges by addressing ramp lengths, merge areas, weave sections, and bicycle/pedestrian access
  - Consider interchange additions, consolidations, modifications, or eliminations to improve traffic flow and safety
  - Improve the Jackson and Benton curves
  - Rebuild the I-70/I-435 Interchange to provide six lanes on I-70 and six lanes on I-435 through the interchange
  - Add CD roads on I-70 and I-470 through the I-70/I-470 Interchange
  - Enhance I-70 express bus service, provide for bus transit on shoulder, and explore locations to add park and ride lots as necessary.
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#### What is Operation Green Light?

It is a cooperative effort to improve the coordination of traffic signals and incident response on major routes.

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It is the region's long range transit vision as developed and updated by MARC. The vision highlights corridors throughout the region and suggests service modes that could efficiently serve the populations along those corridors.

- Builds upon the Improve Key Bottleneck Strategy
- Rehabilitate and/or rebuild I-70 with four lanes in each direction from the downtown loop to I-470
- Add directional ramps in the southeast and southwest corners of the downtown loop as shown below



- ## Add General Lanes Strategy

The Add General Lanes Strategy builds upon the elements from the Improve Key Bottlenecks Strategy. Other key elements of the Add General Lanes Strategy includes rehabilitating and/or rebuilding I-70 with four lanes in each direction from the downtown loop to I-470, adding directional ramps in the southeast and southwest corners of the downtown loop, rebuilding the I-70/I-435 Interchange to provide eight lanes on I-70, and six lanes on I-435.

**Figure 2.2** at the end of this chapter shows the Add General Lanes Strategy. **Section 2.2** of the **Draft FTEIS** provides a detailed discussion of key improvements included in the Add General Lanes Strategy.

The Add General Lanes Strategy is estimated to cost \$735 million to construct and an additional \$185 million in right of way acquisition costs. The total estimated cost is \$920 million.

The Transportation Improvement Corridor Strategy builds upon the elements of the Improve Key Bottlenecks Strategy plus it adds a transportation improvement corridor between the downtown loop and east of Lee's Summit Road. The transportation improvement corridor could be located between the eastbound and westbound lanes or on one side of the I-70 corridor. As currently proposed, the transportation improvement corridor would be barrier separated from the regular traffic lanes. The transportation improvement corridor could be used for congestion managed lanes, reversible lanes, HOV lanes, or bus lanes. **Section 2.2** of the **Draft FTEIS** provides a detailed discussion of key improvements included in the Transportation Improvement Corridor Strategy.

The Transportation Improvement Corridor Strategy is estimated to cost \$890 million to construct and an additional \$210 million in right of way acquisition costs. The total estimated cost is \$1,100 million.

## 2.3 First Tier Strategies Traffic Modeling

The Study Team used 2005 traffic counts as the base year and 2030 as the forecasted future year for assessing traffic levels on I-70. MoDOT provided historical Average Annual Daily Traffic (AADT) counts. The First Tier Strategies were modeled using a modified 2005 MARC regional travel demand model and the Highway Capacity Software (HCS). The modified MARC regional travel demand model was used to identify the daily volumes on I-70 while HCS was used to evaluate the peak hour congestion through the corridor for each strategy. Additional traffic details are available in Appendix D of the Draft FTEIS.

The First Tier Strategy improvements were added to the regional model one strategy at a time. The Study Team ran the regional model for each strategy which resulted in 2030 traffic volumes for each of the First Tier Strategies including the No-Build Strategy.

## 2.4 Evaluation Process for First Tier Strategies

This section discusses how MoDOT screened the four First Tier Strategies to decide on a Preferred Strategy. Each strategy was evaluated in terms of purpose and need, traffic, and engineering issues. The environmental analysis of the strategies is contained in **Chapter 3** of the **Draft FTEIS**.

## 2.5 The Preferred Strategy

The I-70 FTEIS Preferred Strategy is the Improve Key Bottlenecks Strategy in the downtown loop to east of I-435. From east of I-435 to I-470, the Preferred Strategy is to carry either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy into the Second Tier Studies. **Figure 2.3** at the end of this chapter shows the Preferred Strategy. The Transportation Improvement Corridor Strategy has been eliminated from consideration. **Section 2.3** of the **Draft FTEIS** provides a detailed discussion of key improvements included in the Preferred Strategy.

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### Key Elements of the Transportation Improvement Corridor Strategy

- Builds upon the Improve Key Bottleneck Strategy
  - Add dedicated lanes that could be used for trucks, HOV, or toll facilities located parallel to the general purpose lanes from the downtown loop to east of Lee's Summit Road
  - Rebuild the I-70/I-435 Interchange to provide a transportation improvement corridor on I-70 and six lanes on I-435 through the interchange
-

The Preferred Strategy is estimated to cost between \$790 and \$830 million to construct depending on which scenario is selected east of I-435.

### **Why was the Preferred Strategy Proposed?**

The Study Team identified the Improve Key Bottlenecks Strategy in the downtown loop to east of I-435 for the following reasons:

- It addresses the purpose and need for improving I-70 as identified in **Chapter 1**.
- It reduces peak hour congestion to LOS E or better.
- It has the lowest need to acquire properties and relocations of homes and businesses, especially in the environmental justice areas for the Build Strategies.
- It has the lowest human and natural environmental impacts for the Build Strategies.
- It has the lowest estimated cost of the Build Strategies.
- It improves access across the freeway.
- It improves transit service with bus on shoulder.
- It restores and/or rebuilds the existing infrastructure.

From east of I-435 to I-470, the Preferred Strategy is to leave the decision open for the Second Tier Studies to decide. The Preferred Strategy is to carry both the Improve Key Bottlenecks Strategy and the Add General Lanes Strategy with an option to stripe a HOV/Bus lane forward to the Second Tier Studies. The factors and issues leading to this conclusion include:

- Uncertainty in how much traffic levels are going to increase. Higher gas prices have caused reductions in national and regional vehicle miles traveled in recent years.
- Uncertainty of the effect of implementation of the Mid-America Regional Council's adopted 2040 Long Range Transportation Plan and its impact on growth patterns.
- Uncertainty of the Add General Lanes Strategy compatibility with future regional transit plan investments such as a fixed guide way system. Improving capacity in the I-70 corridor could potentially be solved by either adding new lanes to I-70



or through regional transit improvements. However, a significant investment to both potential highway and transit solutions is not necessary. If the region, supported by regional transit plans, concludes a significant transit investment would adequately address the traffic needs in the I-70 corridor, MoDOT, working with the region, would reevaluate the decision in the tiered environmental process.

- Potential federal climate change and vehicle emissions legislation. Congress is considering legislation that may focus transportation improvements on those that reduce driving instead of those that add capacity.
- Delaying the final improvement decision until the Second Tier studies would be a cost effective use of public dollars given the uncertainties noted above. This strategy avoids committing to a solution that may be undesirable given future policy changes and thus requiring reopening this First Tier study.

The I-70 FTEIS provides environmental evaluation for the wider of the two footprints (Add General Lanes Strategy) to ensure appropriate environmental impact analysis is conducted prior to the Second Tier studies.

### **What are the Next Steps in the Analysis?**

Following the publication of this Condensed Final FTEIS document and the consideration of substantive comments, the Federal Highway Administration will then issue a Record of Decision that will formally select the strategy to move forward into the Second Tier Studies. The next step would be to conduct the Second Tier Studies which will further evaluate and refine the impacts of the Preferred Strategy. The Second Tier Studies will further define the right of way affected and required by the project and will avoid, minimize, or mitigate the identified effects of the I-70 improvements where possible.

### **How would the Preferred Strategy be divided into Second Tier Studies?**

For the Second Tier Studies, the portion of I-70 covered by this FTEIS as well as the downtown loop will be divided into Sections of Independent Utility (SIUs). At this time, the

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#### **What is a Section of Independent Utility?**

A Section of Independent Utility (SIU) is a section of a larger project that can function on its own, without further construction of an adjoining road section required.

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proposed SIUs are the five Sub-Areas shown in **Figure 2.4** at the end of this chapter. The Study Team believes that these are logical SIUs that have rational endpoints (called logical termini). Each SIU is recommended for further study through varying types of environmental studies. **Table 2.1** lists each recommended SIU and the corresponding environmental study to be undertaken.

**Table 2.1: Recommended SIUs**

SIU	Environmental Study
Downtown Sub-Area	Environmental Impact Statement
Urban Sub-Area	Environmental Impact Statement
I-435 Interchange Sub-Area	Environmental Impact Statement
Suburban Sub-Area	Environmental Assessment
I-470 Sub-Area	Categorical Exclusion

A detailed discussion of each sub-area and the type of NEPA analysis accorded to each is located in the **Sections of Independent Utility Technical Memorandum** located in **Appendix C**.

## 2.6 Changes and Clarifications from the Draft I-70 FTEIS

The legend on **Figure 2-4** was revised from “Hydrology” to “Water Features”. The color scheme depicting the different SIUs was revised and a background texture was added to better distinguish between the different SIU segments.

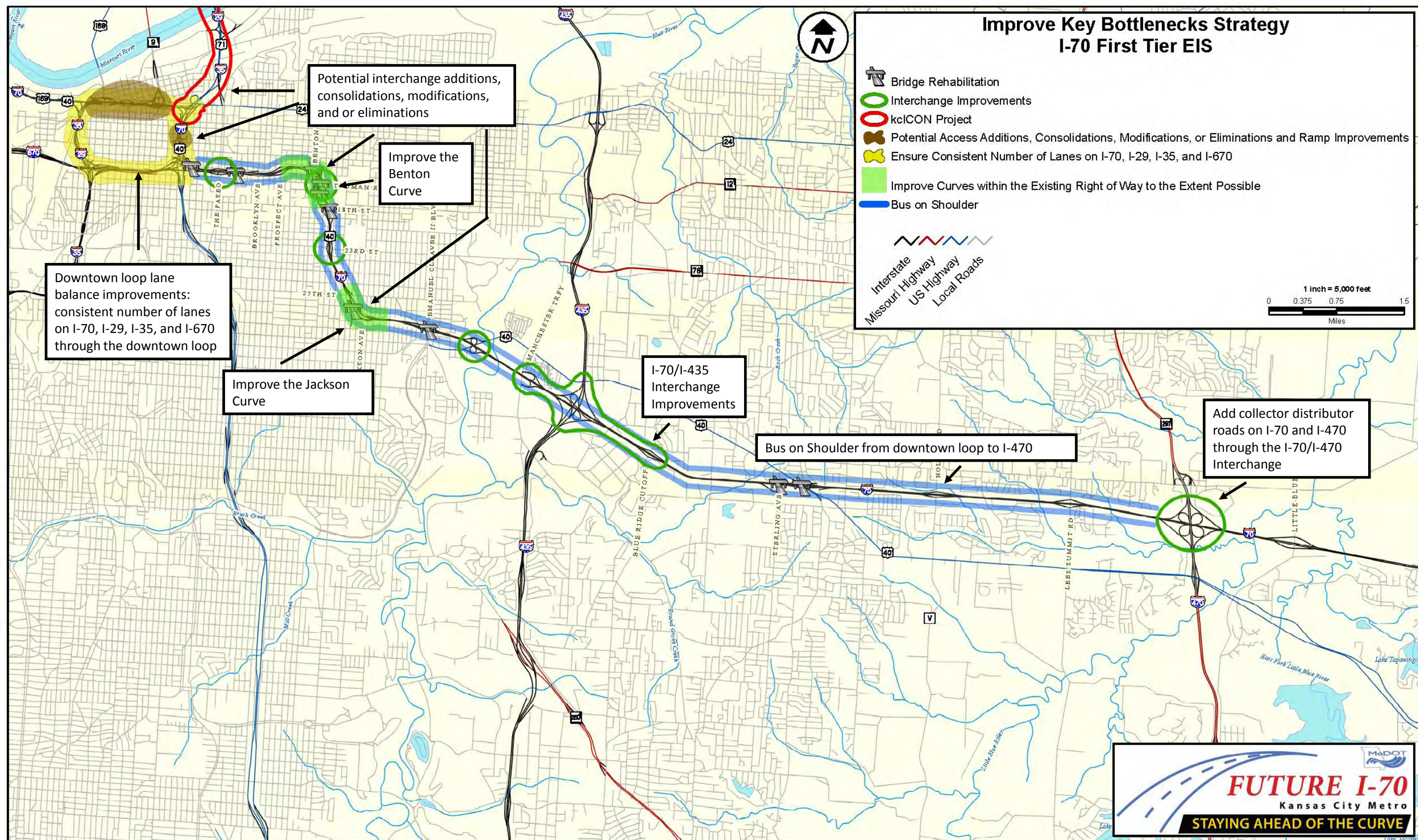
In the Draft FTEIS, **Section 2.2 First Tier Strategies Development** under the strategy descriptions for the Improve Key Bottlenecks (page 2-16), Add General Lanes Strategy (page 2-18), the Transportation Improvement Corridor Strategy (page 2-22), and the Preferred Strategy description (page 2-36) each indicate the following for the Urban Sub-Area “The strategy will consider interchange consolidations, modifications with CD roads, and/or eliminations at 18<sup>th</sup> Street to improve traffic flow and safety.” The text was revised to remove “at the 18<sup>th</sup> Street intersection” due to the fact that other intersections may also be impacted, not just the 18<sup>th</sup> Street Interchange.

The crash data used to evaluate the effects of the First Tier Strategies has been updated. The revised crash data is contained in **Chapter 1 Purpose and Need**.

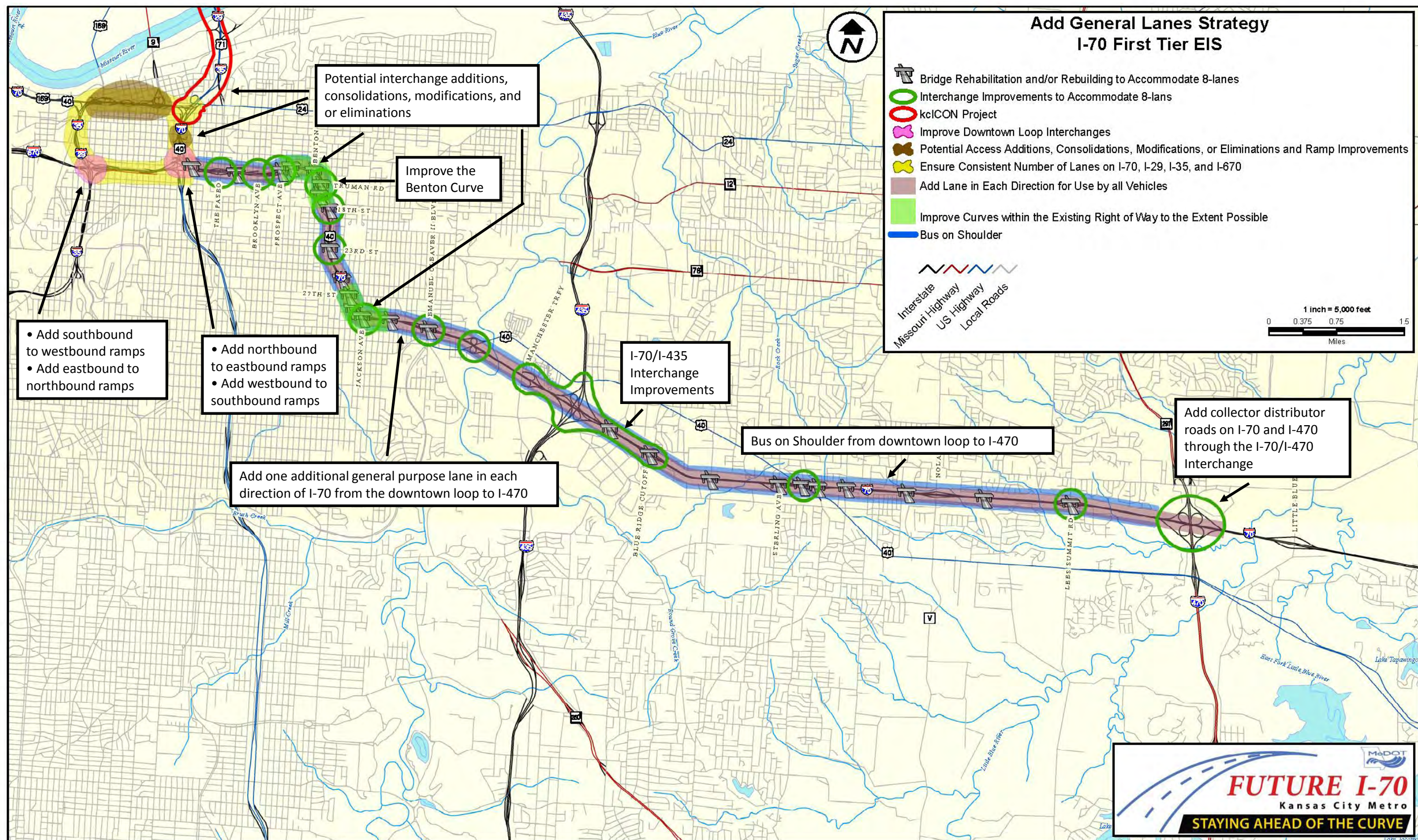
The updated crash data did not change the conclusion that the Preferred Strategy addresses safety issues in the corridor.

The description of the interchange improvements to address ramp lengths, merge areas, and weave sections issues was revised to include “bicycle/pedestrian access” for the first tier build strategies on pages 2-15, 2-17, 2-21, and 2-35 in the Draft FTEIS.

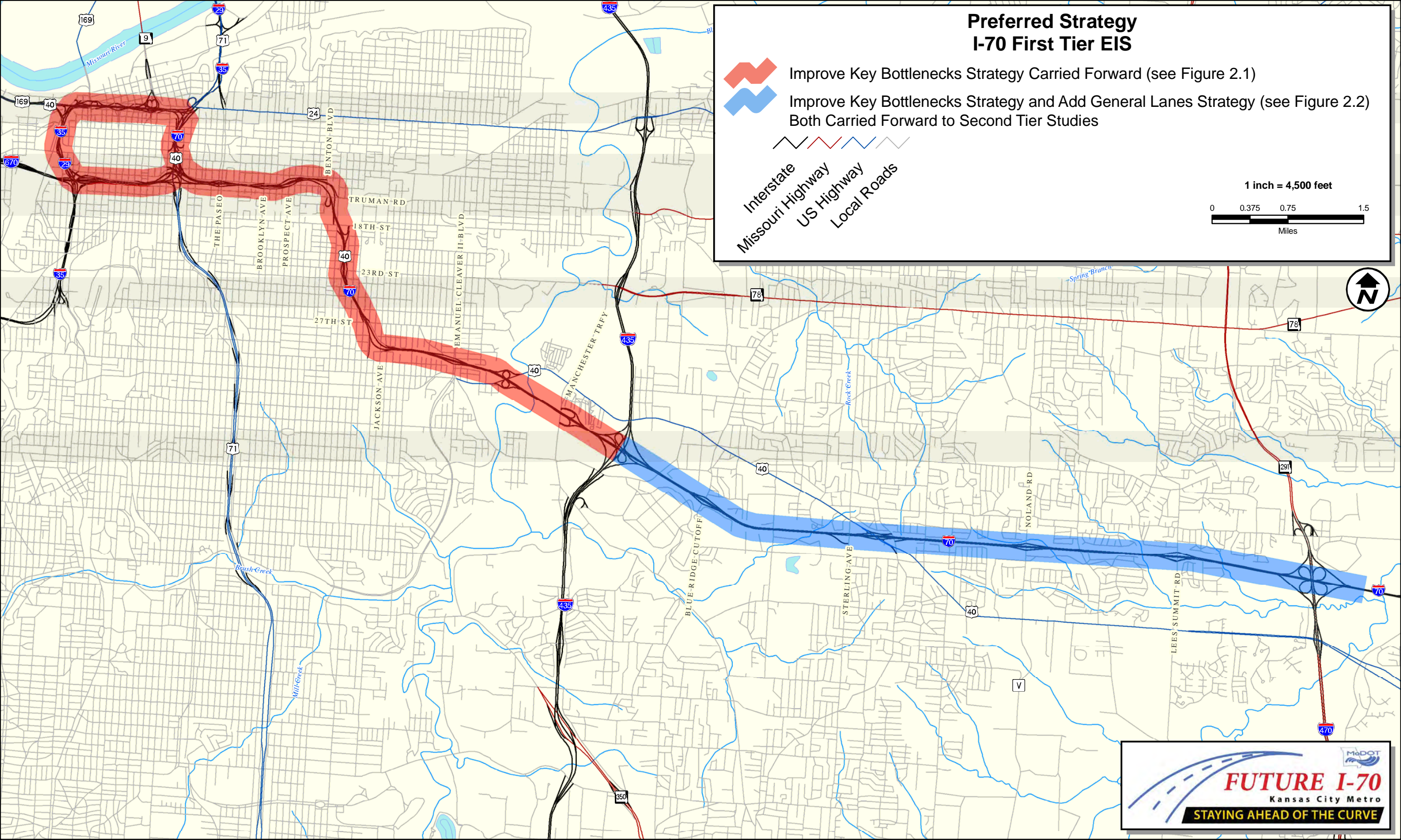




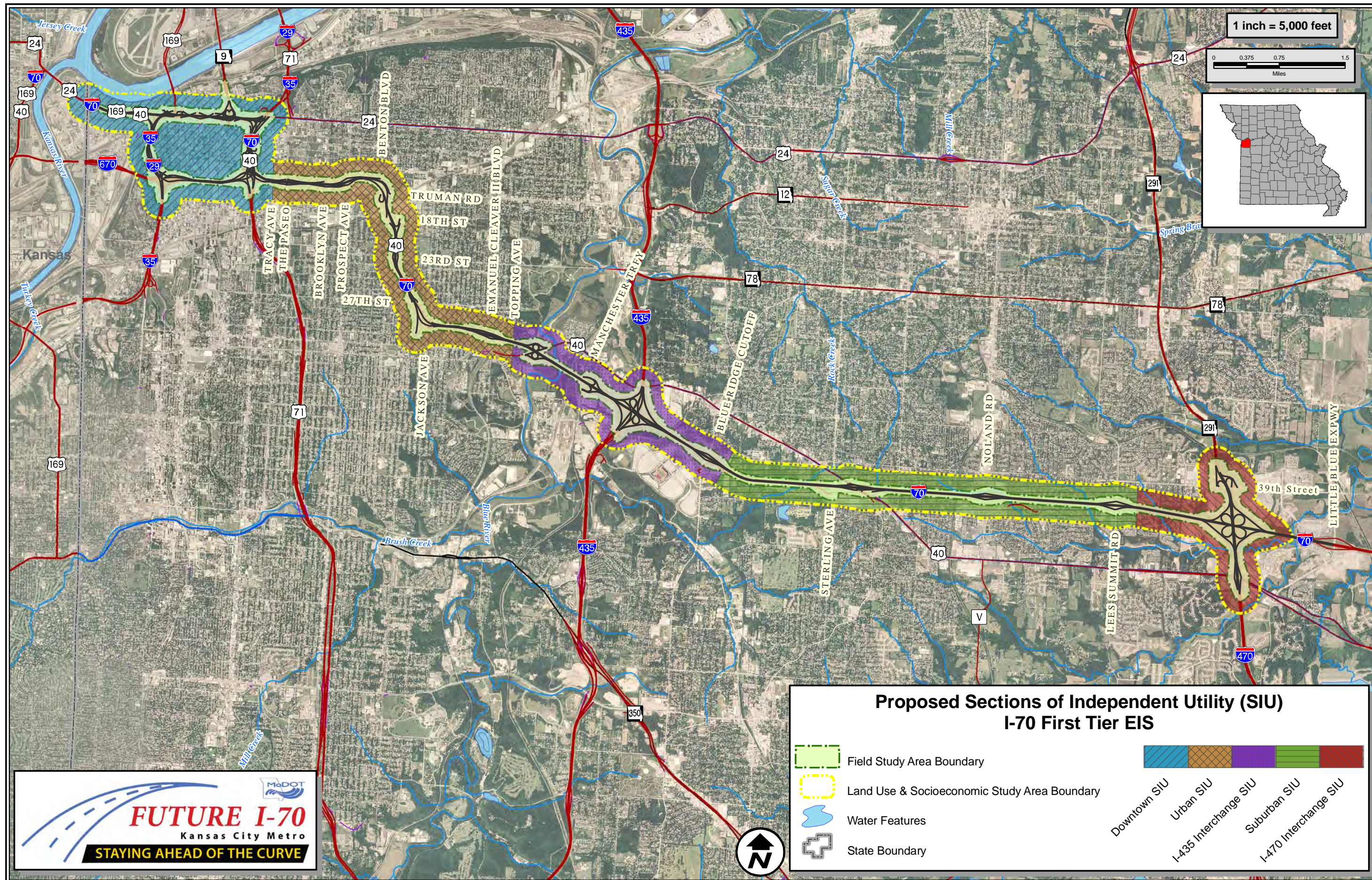














## CHAPTER 3

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### Affected Environment and Environmental Consequences

This chapter discusses the impacts of the Preferred Strategy on the human and natural environment. The chapter includes a summary of impacts from the Draft FTEIS and describes any changes that have occurred since the Draft FTEIS. The strategies evaluated in **Chapter 2** of the **Draft FTEIS** included the No-Build, Improve Key Bottlenecks, Add Lane Capacity, and Transportation Improvement Corridor. These strategies have not been revised since the Draft FTEIS. Please refer to **Chapter 3** of the **Draft FTEIS** for full discussion of the Affected Environment and the Environmental Consequences of each of these strategies.

The Preferred Strategy is shown on **Figure 2.3** located at the end of **Chapter 2**.

The following section, **Section 3.1** provides a summary of impacts of the Preferred Strategy. **Section 3.2** discusses changes and clarifications from the Draft FTEIS.

### 3.1 Environmental Consequences

The following subsections provide a brief summary of the impacts of the Preferred Strategy that have not changed from the Draft FTEIS.

#### 3.1.1 Land Use

The current and planned zoning and land uses in the Study Area are relatively consistent with the Preferred Strategy west of I-435. This strategy will have minimal affect on the existing land use and zoning and aims to make improvements within the existing right of way to the extent possible. However, the need for right of way may be required in areas near existing bottlenecks. These areas may include the Benton curve, the Jackson curve, the I-435 interchange, and interchange ramps throughout the Study Area.



Single-family Residential in  
the Budd Park Area

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#### What are Second Tier Studies?

Tiering allows projects to conduct the planning and NEPA activities for large transportation projects in two phases: a first tier study addresses broad, overall corridor issues, and a second tier focuses on site-specific impacts, costs, and mitigation measures. Second Tier Studies result in traditional project level environmental documents.

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East of I-435, the wider footprint (Add General Lanes Strategy) is less consistent with current and planned zoning and land uses in the Study Area than the Improve Key Bottlenecks Strategy. The Preferred Strategy will affect commercial, residential, and other facilities differently depending on which strategy is selected in the Second Tier Studies. **Section 3.1.4 Relocations** discusses the impacts to commercial, residential, and other facilities more specifically.

The Preferred Strategy will potentially impact light industrial, commercial, and residential land uses.

### 3.1.2 Community and Neighborhood Impacts

This section discusses how the Preferred Strategy will affect the local residents, neighborhoods, and community facilities. Detailed community and neighborhood discussion is in **Chapter 3.2** of the **Draft FTEIS**.



Gregg Klice Community Center

The Preferred Strategy will not directly impact any schools, libraries, hospitals, fire, police, or other emergency service facilities. There are potential direct impacts to community facilities, parks, churches, residences, and commercial buildings.

Where residential and business displacements will be required, they would most likely occur near the existing roadway and interchanges. If businesses are displaced, local residents may have to travel farther to dine at a restaurant, fill up their car at a gas station, or shop.



Margaret Kemp Park

The Preferred Strategy may have noise, air quality, and visual effects on residents in the adjacent neighborhoods. These effects are discussed in more detail in **Section 3.1.7 Visual Effects**, **Section 3.1.10 Noise**, and **Section 3.1.11 Air Quality**.

### 3.1.3 Parks and Recreation Facilities

Public lands and facilities include parks and community centers. There are 27 parks located in the Study Area. These parks are shown in **Chapter 3.3** of the **Draft FTEIS**.

The Preferred Strategy may impact West Terrace Park and Ermine Case Jr. Park as downtown loop access is improved. There would be potential impacts to Margaret Kemp Park with the reconfiguration of the access ramps on the east side of the downtown loop.

Cypress Park is adjacent to the I-70 right-of-way and will potentially be impacted.

Depending on the selected strategy east of I-435 during the Second Tier Studies, there are potentially impacts to Carriage Hills Park and Little Blue Trace Park, a Section 6(f) park, with proposed improvements to the I-470 interchange.

### 3.1.4 Relocations

The Preferred Strategy would require the relocation of residential, commercial, and community facilities. The exact number of relocations is not known and the numbers presented in this document are estimates based on the widest potential footprint of the Selected Strategy. In total, the Preferred Strategy has the potential to require 228 single-family residential relocations, 19 multi-family residential relocations, 67 commercial relocations, and four community facility relocations.

The commercial relocations are primarily industrial facilities. The community facilities that may be affected are the Salvation Army Emergency Disaster Services Warehouse Building, Vatterott College buildings, and a MoDOT maintenance facility.

Additional information on relocations is discussed in **Section 3.2.2.**

### 3.1.5 Environmental Justice

An Environmental Justice assessment was conducted in accordance with Executive Order 12898 on Environmental Justice, Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, and The Americans with Disabilities Act (ADA) of 1990. Data from the 2000 U.S. Census was utilized to identify minority and low-income populations

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#### What is the Selected Strategy?

The Selected Strategy is the strategy that is formerly selected in the Record of Decision (ROD).

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#### What is Section 6(f)?

Section 6(f) of the Land and Water Conservation Act prohibits the conversion of any property acquired or developed with the assistance of the land and water conservation funds (LWCF) to anything other than public outdoor recreation use without the approval of the Secretary of the Department of Interior.

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#### How do I know if my property will be affected?

At this stage we don't know exactly which homes and businesses would be affected by improvements to I-70. During the Second Tier studies, the Identified Preferred Strategy alignment details will become clearer. As a result, the potential relocations will be determined.

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**Title VI of the Civil Rights Act of 1964:**

Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

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**Title VIII of the Civil Rights Act of 1968:**

Title VIII (Fair Housing Act) prohibits discrimination in the sale, rental, and financing of dwellings based on race, color, religion, sex, or national origin.

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**Americans with Disabilities Act (ADA) of 1990:**

ADA prohibits discrimination based on disability.

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**Environmental Justice Populations Defined:**

Those populations that are minority and/or low-income.

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within the Study Area. The Census data has not changed since the Draft FTEIS was prepared and the potential effects on Environmental Justice populations have not changed. 2010 Census Data will be used in the Second Tier Studies. Minority and low-income populations were provided an opportunity to provide input on the Draft FTEIS at the Public Hearings. More information on the Public Hearings is included in **Chapter 4** of this document.

The Preferred Strategy may result in adverse effects and benefits on minorities and low-income populations living near key bottlenecks west of I-435. The improvements to key bottlenecks in the Urban Sub-Area are most likely to adversely affect minorities and low-income persons. This Sub-Area has the highest concentrations of minorities and low-income persons living in the Study Area and includes two of the worst bottlenecks, the Benton Curve and the Jackson Curve. The Preferred Strategy is also expected to benefit minority and low-income populations by reducing traffic congestion and improving air quality.

Approximately 60 to 80 percent of the population living in the block group adjacent to the Benton Curve is minority, and approximately 20 to 40 percent of the same population lives below the poverty line. Approximately 60 to over 80 percent of the population living in the block groups adjacent to the Jackson Curve is minority, and approximately 20 to 60 percent of the same population lives below the poverty line.

Potential impacts to minority and low-income populations in these areas include relocations and increased noise. The Second Tier Studies will further evaluate and refine the potential impacts that would result from implementation of the Preferred Strategy. A final determination regarding disproportionate and adverse effects on minority and low-income populations will be made after the more detailed studies are complete. The Study Team will pay close attention to potential impacts on Environmental Justice populations, especially those in the Urban Sub-Area near the Benton Curve and the Jackson Curve.

Additional information on relocations is discussed in **Section 3.2.2**.

### 3.1.6 Economics

This section discusses the effects of proposed I-70 improvements on businesses, jobs, taxes, and freight movements.

The relocation of businesses in the Study Area will, in turn, cause the relocation of jobs. The Preferred Strategy may relocate 67 businesses. The jobs associated with these businesses would be moved to other locations or potentially eliminated if the businesses decided to close instead of relocate.

The Preferred Strategy would directly affect the tax base of the local communities, including the City of Kansas City, City of Independence, Jackson County, and local school districts by removing land used for improvements from the property tax rolls.

The Second Tier Studies will analyze the effects of improvements to I-70 on businesses, jobs, freight movement, and taxes in greater detail. More specifics will be known about the businesses that would be relocated and this will allow for more detail on the tax base loss and job relocations involved.

### 3.1.7 Visual Effects

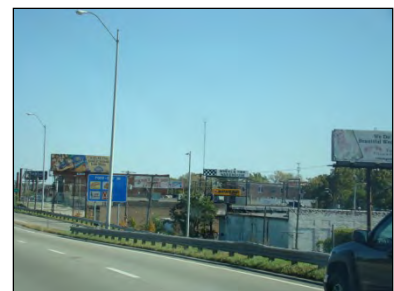
The Study Area was divided into four areas that display consistent visual characteristics and a uniform visual experience. These areas are called Visual Assessment Units (VAUs) and consist of:

- VAU 1 - Central Business District
- VAU 2 - Urban Commercial Area
- VAU 3 - Urban Neighborhood Area
- VAU 4 - Suburban Neighborhood Area

Overall, the existing Study Area view shed is primarily developed with urban residential and commercial uses.



**VAU 1 – Missouri River view from the West Leg of the downtown loop**



**VAU 2 – Commercial Area eastbound looking south**





**VAU 3 - Residences Close to I-70**



**VAU 4 – Eastbound I-70**



**Phillips Solvent Recovery Services TSDF**

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#### **What is a Delisted Superfund Site?**

A Delisted Superfund Site is a major hazardous waste site that has been deemed to pose no hazard and classified as No Further Remediation Action Planned (NFRAP).

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The views of the roadway and the views from the roadway are not expected to be substantially altered with implementation of the Preferred Strategy. The Preferred Strategy will involve improvements to, modifications of, and reconstruction of interchanges and roadways throughout the Study Area. Implementation of these improvements under the Preferred Strategy is not expected to substantially alter the views of the roadway and the views from the roadway within the Study Area. It is possible that roadway lighting and bicycle/pedestrian crossings at interchanges could result in indirect impacts on the overall visual quality within the Study Area.

The Second Tier Studies will include more detailed analyses of potential visual effects of the proposed improvements. The Second Tier Studies will also include a discussion of potential aesthetic and visual improvements such as landscaping, walls, bridges, lighting, signing, and other aesthetic features. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of the Preferred Strategy.

### **3.1.8 Hazardous Materials**

The Study Team reviewed the EPA and Missouri Department of Natural Resources (MoDNR) online databases for major hazardous waste locations and interviewed the Mid-America Regional Council's (MARC) regional solid waste management planner. Active, inactive, closed, and proposed locations were evaluated.

The Study Team identified six sites located in the Study Area. The sites include three Delisted Superfund sites, two Hazardous Waste Treatment Storage or Disposal Facility (TSDF) sites, and one inactive corrective action site.

Throughout the Study Area there are scattered gas stations, dry cleaners, industrial buildings, and potential sites with underground storage tanks. These sites contain recognized environmental conditions that could cause contamination affects if uncovered during construction. This First Tier study did not include an identification of these types of sites, which

are not listed. A full project area contamination survey will be completed as part of the Second Tier Studies.

The Delisted Superfund sites have no potential for contamination. The Philips Solvent Recovery Services site (700 Mulberry Street) has completed corrective actions to resolve previous business and residential exposure and contaminated groundwater migration. The north side of the facility which faces I-70 has the greatest potential for groundwater contamination (volatile organic compounds) from construction. However, this facility is located a safe distance from the proposed construction areas for the Build Strategies, including the Identified Preferred Strategy, making disturbance of materials improbable.

The City Environmental, Inc. TSDF site is not currently in operation. This TSDF has been identified by the EPA for corrective action; however, mitigation has not been completed at the site. The site location in relationship to the proposed construction areas for the Build Strategies, including the Identified Preferred Strategy, makes the potential for adverse affects minimal.

Additional updated information about hazardous materials is discussed in **Section 3.2.4**.

### 3.1.9 Historic and Archaeological Resources

The architectural resources that were assessed included historic commercial buildings, private residential buildings, historic districts, bridges, and churches. None of the bridges along I-70 are historically significant.

There are no anticipated adverse impacts to historic properties listed on the National Register of Historic Places as a result of the Preferred Strategy. There were no potentially NRHP eligible historic properties or cemeteries discovered in the Study Area during the windshield survey. However, a full cultural resources survey of the buildings and other structures will be conducted as part of the Second Tier studies.

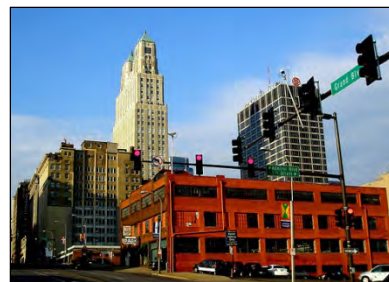
The predictive model used for this project identified three potential archaeological site locations in the vicinity of the I-

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#### What is a Volatile Organic Compound (VOC)?

Volatile organic compounds are compounds that have a high vapor pressure and low water solubility. Many VOCs are human-made chemicals that are used and produced in the manufacture of paints, pharmaceuticals, and refrigerants. VOCs are emitted as gases from certain solids or liquids.

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Early 1900 to present architecture styles in the Kansas City skyline. Photo from the Intersection of Grand and Admiral Avenues in the northeast corner of the downtown loop.

435 Interchange and four potential archaeological site locations in the vicinity of the I-470 Interchange. Both of these interchanges are located within the Study Area of the Preferred Strategy. The Preferred Strategy is not expected to directly impact any of the known archaeological resources identified in the vicinity of the Study Area. Secondary impacts could be possible during construction activities.

The Second Tier Studies will include detailed cultural resources investigations including site walkovers, Phase 1 and potentially Phase 2 or Phase 3 archaeological investigations/mitigation. The Second Tier Studies will identify any necessary measures to avoid, minimize, or mitigate potential cultural resources impacts. This process will include the preparation of documentation should one be required under Section 4(f) of the Department of Transportation Act.

In the event that a potential cultural resource is found during the construction phase of the project, the project should temporarily cease while a cultural resources investigation is conducted, the appropriate agencies are contacted, and the significance of the cultural resource is evaluated.



Residences close to Highway



Residences close to Highway

### 3.1.10 Noise

Noise levels may increase at residences, businesses, and community facilities located along the corridor of the Preferred Strategy. By improving key bottlenecks, more traffic will be able to move along I-70 at higher speeds, thereby increasing noise levels.

The areas most likely to be affected are the residential areas in the Urban and Suburban Sub-Areas that are located adjacent to I-70. These Sub-Areas have high concentrations of single-family and multi-family residences that are located close to the existing I-70 right of way. In addition, community facilities located in proximity to the existing I-70 right of way may also experience increases in noise levels. These community facilities include parks and recreation areas, one community center, seven churches, one school, and one homeless assistance facility.

The potential noise impacts are based on the widest potential footprint between east of I-435 and I-470. It should be noted that the Preferred Strategy is expected to result in fewer noise impacts than the No Build Strategy.

The Second Tier Studies will further evaluate and refine the potential noise impacts that could result from implementation of the Preferred Strategy. The MoDOT Noise Policy will dictate the evaluation and assessment methods used in the Second Tier Studies. If the Selected Strategy requires substantial changes in horizontal or vertical alignments or an increase in the number of through lanes, then noise measurements and modeling will be completed using FHWA approved models. A preliminary assessment of mitigation will occur. Consideration of noise abatement measures, such as walls and/or berms, will be completed in accordance with the MoDOT Noise Policy.

### 3.1.11 Air Quality

Three sets of air pollutants are of concern with regard to the I-70 First Tier EIS. These pollutants are criteria pollutants regulated under the National Ambient Air Quality Standards (NAAQS), Mobile Source Air Toxics (MSATs), and general carbon emissions from motor vehicles.

The Preferred Strategy is expected to improve air quality by removing existing bottlenecks which create congestion and stop and go traffic flows, which result in deteriorated air quality. The improved traffic flow should allow vehicles to travel more efficiently. In addition, anticipated improvements in fuel mileage efficiency and reductions in emissions would also improve air quality over time. Depending upon the options selected for evaluation in the Second Tier Studies, a moderate increase in the number of vehicles on I-70 is possible. This increase in vehicles could offset some of the air quality benefits resulting from the reduction in congestion.

The Second Tier Studies for the Preferred Strategy will likely have to address new air quality regulations governing ozone, as well as other air pollutants, including carbon monoxide, particulate matter, and MSATs.



Locations of Air Quality Monitors

Additional updated information about air quality is discussed in **Section 3.2.5**.

### **3.1.12 Groundwater, Drainage, and Surface Water Quality**

This section discusses the effects of the strategies on the groundwater, drainage, and surface water quality within the Study Area.

The Preferred Strategy will increase the impervious surface and increase rainwater runoff. This leads to increased amounts of water flowing in the stream, especially during heavy rainfalls; less groundwater flowing through the soil (base flow); and more erosion of the stream bed because of faster flowing water. These changes to stream flow result in flooding; habitat loss; erosion, which widens the stream channel; and physical changes in how the stream looks and functions.

Demolition and soil disturbance will create sediment which should be managed with carefully maintained sediment control practices. Bridgework will be over sections of rivers and floodplains which will require special diligence to prevent contaminants from entering the drainage and surface waters. Tributary crossings also require diligence to prevent sediment and contaminants from entering drainage and potentially entering water resources. Use of best management practices for the control of erosion and sedimentation is recommended at all construction sites.

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#### **What is a floodplain?**

A floodplain is the relatively flat land adjacent to a stream or river that experiences occasional or periodic flooding.

---



**Little Blue River**

### **3.1.13 Floodplains, Streams, and River Crossings**

This section discusses the benefits of floodplains, identifies the locations where the Study Area crosses or encroaches on floodways, streams, and rivers and reviews the potential effects of the strategies. Floodplains and streams are shown in **Figure 3.1** at the end of this chapter.

The Preferred Strategy will affect a total of 21 acres of floodplain. The majority of the potential impacts are near the



crossing of the Blue River. The Preferred Strategy will cross 10 river or stream tributaries.

Additional information on floodplains is discussed in **Section 3.2.6.**

### **3.1.14 Wetlands**

Information on wetlands in the Study Area was collected by telephone, searches of online databases, National Wetlands Inventory (NWI) mapping, and limited field investigations.

The potential for wetland and habitat loss was measured by estimating the area of wetlands within the boundaries of the construction limits. The Preferred Strategy is anticipated to impact 2.03 acres of wetlands.

Additional information on wetlands is discussed in **Section 3.2.7.**

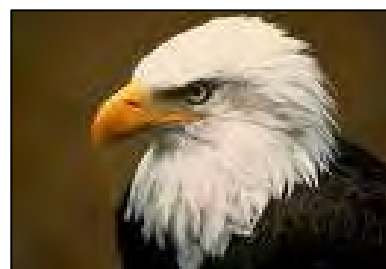
### **3.1.15 Wildlife, Plants, and Threatened and Endangered Species**

This section discusses the effects the strategies may have on wildlife, plants, and protected species.

The Endangered Species Act (ESA) of 1973 assigned the Department of the Interior, U.S. Fish & Wildlife Service (USFWS) to establish a list of federally protected species. The ESA states that each federal agency must insure that "any action authorized, funded, or carried out" by that agency "is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification" of officially designated critical habitat of these species. The Study Area is highly urbanized with only scattered areas of undeveloped land.

There are four protected wildlife species known to occur in Jackson County and have a State designated endangered status:

- The bald eagle (*Haliaeetus leucocephalus*),



**Bald Eagle**



**Barn Owl**



**Peregrine Falcon**



- The barn owl (*Tyto alba*),
- The peregrine falcon (*Falco peregrinus*)
- The Indiana bat (*Myotis sodalister*).

Terrestrial habitat for any of the above three birds does not appear to be present within the Study Area boundaries.

The USFWS TESS database indicates that one wildlife species is known to occur in Jackson County and have a Federal designated threatened or endangered status:

- The pallid sturgeon (*Scaphirhynchus albus*).



Pallid Sturgeon

Aquatic habitat for the pallid sturgeon is definitely not **present** within the Study Area boundary. The bald eagle is no longer federally listed as threatened or endangered. The bald eagle is still protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Terrestrial habitat for the bald eagle does not appear to be present within the Study Area boundaries.

Due to the absence of habitat for listed threatened and endangered species within the Study Area, effects on these species from the proposed strategies are unlikely.

Additional information on Wildlife, Plants, and Threatened and Endangered Species is discussed in **Section 3.2.8**.

### 3.1.16 Farmland and Soils

The entire Study Area is located in the urbanized cities of Kansas City and Independence, Missouri. Over time, development has transformed any farmland in this area to urban uses including homes and businesses. As a result, there are no farmlands located within the Study Area of the I-70 First Tier EIS.

### 3.1.17 Energy

The Preferred Strategy is expected to improve traffic flow and reduce vehicle fuel consumption on a per vehicle basis. However, the Preferred Strategy is expected to attract rerouted trips from elsewhere in the local transportation network to the

more efficient I-70 corridor. Overall, the Preferred Strategy is expected to reduce the consumption of energy over time by improving traffic flow, reducing congestion, and reducing vehicle fuel consumption through the corridor. During construction, lane restrictions or closures may be required, leading to increased congestion and energy use, but these effects would be temporary.

The Second Tier Studies will further investigate potential changes in energy uses due to improvements along I-70.

### **3.1.18 Utilities**

The following major utility services exist within the Study Area: sanitary sewer, water, gas, electricity, and communications. The Preferred Strategy would result in temporary impacts to utility services. The greatest impacts will most likely be to telephone and cable services. Public and private owners with utility easements for aboveground or underground utilities on their property could be restricted from certain uses on the portion of the property where the easement is located. Prior written consent from an easement grantee would be required in order to place temporary or permanent structures or other improvements or to alter terrain on the property. The easement grantee would also retain the right of access to that portion of the property. Utility easements, and their use, are not expected to deny property owners from reasonable economic use of their property.

The Second Tier Studies will further evaluate and refine the utility impacts. Additional engineering design will be completed during the Second Tier Studies and will allow for a more detailed analysis of potential effects on specific utility lines or corridors. The Second Tier Studies will identify preliminary utility relocations.

### **3.1.19 Indirect and Cumulative**

The Preferred Strategy, in combination with other projects near I-70, could result in cumulative impacts on affordable



**Overhead electric power lines across I-70**

housing, transportation, floodplains, and air quality. **Section 3.19** of the **Draft FTEIS** discusses the specific impacts in detail.

### **3.1.20 Joint Development**

The joint development or multi-use concept proposes that a roadway right of way be used for purposes other than the movement of traffic. Although the Preferred Strategy does not include any specific joint development proposals, the right of way could incorporate the multi-use concept through the accommodation of water and sanitary sewer lines, telephone conduits and poles, natural gas lines, electric cables and poles, and fiber optic lines.

### **3.1.21 Relationships between Short-Term Environmental Uses and the Maintenance and Enhancement of Long-Term Productivity**

Short-term environmental uses of the Preferred Strategy include:

- Temporary air, noise, water pollution, and visual effects caused by of the construction of roadways.
- Increased cost to motorists in time and fuel efficiency because of construction delays and detours.
- Disturbances to business, homes, and institutions because of construction.
- Conversion of open space and wetlands to transportation uses.
- Relocation of people and businesses, including expenses that would be incurred as these people and businesses are compensated.
- Reduction in property tax revenues resulting from the relocation of people, businesses, and other land uses.
- Use of public funds to build roadway infrastructure.

Long-term benefits of the Preferred Strategy include:

- Improvements in driver convenience, safety, travel time, and emergency access.

- Reduction of air pollution due to more efficient travel routes.
- Local opportunities for contractors in the region.

### **3.1.22 Irreversible and Irretrievable Commitments of Resources**

Construction of the Preferred Strategy involves the commitment of a range of natural, physical, and human resources, as well as public tax dollars. Land resources may be converted from natural, residential, and commercial areas to accommodate additional right of way needs. Additional discussion on the irreversible and irretrievable commitments of resources is in **Section 3.22** of the **Draft FTIES**.

### **3.1.23 Construction Impacts**

Construction of any of the Preferred Strategy would result in certain short-term environmental impacts associated with construction activities. The construction impacts could include noise, air quality, water quality, traffic circulation disposal of surplus and waste. Additional information is available in **Section 3.23** of the **Draft FTIES**.



MoDOT Construction

## **3.2 Changes and Clarifications from the Draft FTEIS**

The following subsections discuss changes to the impacts of the Preferred Strategy since the Draft FTEIS. The changes are a result of resource agency and public comments. Most of these changes were minor and included updated data. There are no changes to the Preferred Strategy as a result of these comments.

### **3.2.1 Parks and Recreation Facilities**

The Goin' to Kansas City Park and Freeway Park were removed from the Preferred Strategy impacts. The Goin' to Kansas City Park is located at Paseo Boulevard and 12<sup>th</sup> Street which will not be impacted by the Preferred Strategy. Freeway Park is MoDOT right-of-way that is leased to the City



of Kansas City and used as a community garden. Freeway Park is not an officially designated park open to the public.

### 3.2.2 Relocations

The Study Team completed a new search of the multiple listing service (MLS) operated by the National Association of Realtors to provide more current data on houses for sale in the zip codes contained within the Study Area. The results of this analysis are shown in **Table 3.1**. The difference between the houses for sale at the time the Draft FTEIS was prepared and current data is shown in blue italics.



Columbus Park Older Housing

Based upon the updated data from the MLS, the number of homes for sale in the zip codes within the Study Area has decreased from 1,629 in March 2009 to 1,496 in June 2010. The majority of the houses currently for sale are in the \$50,000-\$100,000 price range and have two or three bedrooms.

**Table 3.1 Houses for Sale within Zip Codes Located in the Study Area**

Type of House	64101	64102	64105	64106	64108	64127	64129	64133	64052	64055	64057
\$0-\$50,000	0	0	1 <i>+1</i>	2 <i>+1</i>	4 <i>+1</i>	60 <i>-26</i>	18 <i>+4</i>	35 <i>-1</i>	49 <i>+22</i>	14 <i>-4</i>	3 <i>+3</i>
\$50,000-\$100,000	0	0	15 <i>+7</i>	7 <i>+6</i>	5 <i>-1</i>	13 <i>-11</i>	16 <i>-14</i>	159 <i>+46</i>	97 <i>-15</i>	106 <i>+20</i>	7 <i>-3</i>
\$100,000-\$150,000	0	0	42 <i>+25</i>	22 <i>+1</i>	12 <i>-9</i>	0 <i>-7</i>	3 <i>-6</i>	131 <i>+47</i>	21 <i>+22</i>	114 <i>+16</i>	34 <i>+5</i>
\$150,000-\$200,000	0	0	44 <i>+12</i>	27 <i>+11</i>	32 <i>+3</i>	0 <i>-3</i>	0	18 <i>-11</i>	7	34 <i>-13</i>	24 <i>+6</i>
\$200,000-\$300,000	0	0 <i>-1</i>	40 <i>+7</i>	42 <i>-16</i>	48 <i>+3</i>	0 <i>-1</i>	0	14 <i>+2</i>	0 <i>-1</i>	18 <i>-12</i>	23 <i>+9</i>
\$300,000+	0	0	22 <i>+11</i>	46 <i>-103</i>	52 <i>-25</i>	0	0	0 <i>-5</i>	0 <i>-1</i>	0 <i>-8</i>	15 <i>-3</i>
1 Bedroom or less	0	0	72 <i>+13</i>	50 <i>+1</i>	32 <i>-17</i>	6 <i>-12</i>	0	0 <i>-9</i>	3 <i>+12</i>	9 <i>-5</i>	0 <i>-4</i>
2 Bedroom	0	0 <i>-1</i>	56 <i>+45</i>	86 <i>-67</i>	90 <i>-10</i>	26 <i>-6</i>	12 <i>+2</i>	79 <i>+8</i>	75 <i>+6</i>	71 <i>-5</i>	8 <i>+1</i>
3 Bedroom	0	0	4 <i>+3</i>	8 <i>+2</i>	25 <i>+7</i>	31 <i>-16</i>	25 <i>-8</i>	209 <i>+57</i>	71 <i>-9</i>	159 <i>+18</i>	53 <i>+8</i>
4 Bedroom	0	0	1 <i>+1</i>	2 <i>-1</i>	5 <i>-9</i>	7 <i>-11</i>	0 <i>-9</i>	61 <i>+14</i>	21 <i>-3</i>	42 <i>+5</i>	31
5+ Bedrooms	0	0	0	0	1 <i>+1</i>	3 <i>-3</i>	0 <i>-1</i>	8 <i>+4</i>	4 <i>+1</i>	5 <i>+4</i>	14 <i>+12</i>
Source: National Association of Realtors' Multiple Listing Service, <a href="http://www.realtor.com">www.realtor.com</a> , June 29, 2010											

The Study Team made a minor a change to the estimated footprint for the Preferred Strategy near the 18<sup>th</sup> Street interchange, adding approximately 1.5 acres of anticipated right-of-way. This did not change the estimated relocations. During the Second Tier Studies, the footprint for the Preferred Strategy and the required right of way will be refined to avoid and/or minimize relocations where practicable. In addition, a detailed relocations analysis will be conducted and available replacement housing, commercial sites, and community facility sites will be identified.

### 3.2.3 Environmental Justice

Based on comments received on the Draft FTEIS, MoDOT clarifies that the No-Build Strategy is expected to result in reduced LOS and increased congestion throughout the entire Study Area, not only through the identified EJ areas. The potential decrease in air quality would not be disproportionately high on minority and low-income populations.

### 3.2.4 Hazardous Materials

In response to a comment from the EPA, the definition of hazardous was revised to read, "Hazardous wastes as regulated by the EPA are defined as 'waste with properties that make it dangerous or potentially harmful to human health or the environment. Hazardous wastes can be liquids, solids, contained gases, or sludges. They can be byproducts of manufacturing processes or simply discarded commercial products, like cleaning fluids or pesticides'".

The Draft FTEIS identified five hazardous waste sites within the Study Area. MoDNR provided additional information on the City Environmental site referenced in the Draft FTEIS. The MoDNR stated that the City Environmental site is no longer an active Hazardous Waste Treatment Storage or Disposal Facility (TSDF) site. The EPA, in coordination with the MoDNR, filed a claim with the bankruptcy court for environmental claims, including continuation of long-term groundwater monitoring at the former City Environmental facility. Shallow groundwater at the site remains



Los Alamos Market y Concina  
at 17<sup>th</sup> and Summit



City Environmental, Inc. TSDF

contaminated with certain chemicals in excess of drinking water maximum contamination levels. This status of this site has been revised in **Table 3.2** to reflect that it is inactive.

The MoDNR also requested that the Beazer East hazardous waste facility (former Koppers Wood Treating Facility) be included in the list of hazardous waste sites within the Study Area. Wood treating was performed at this facility for decades. A considerable amount of contaminated soil has been removed from the property, and groundwater contamination remains (EPA, 2003). While the building and address of this site fall outside of the study corridor, the Beazer East property does extend into the Study Area. **Table 3.2** has been revised to include this site and **Figure 3.1** shows the location of the hazardous waste sites.

**Table 3.2 Hazardous Waste Sites in the Study Area**

Site	Hazardous Waste Site Type	Status
Philips Solvent Recovery Services	TSDf & LQG*	Active
City Environmental	TSDf	Inactive**
Hanna Rubber Co.	Superfund	Delisted
Exide Battery Sales	Superfund	Delisted
Benton Apartments	Superfund	Delisted
Beazer East (former Koppers Wood Treating Facility)	RCRA Corrective Action***	Inactive**
* LQG = large quantity generator, generates more than 2,200 pounds of waste per month ** Inactive = No active operations on facility property except for environmental monitoring and cleanup activities *** RCRA Corrective Action = Cleanup on site is being conducted in accordance with the Resource Conservation and Recovery Act (RCRA)		

More detailed Study Area contamination surveys will be conducted during the Second Tier Studies. These studies may include further database searches, aerial photography analysis, and site walkovers to identify and verify the presence and potential boundaries of sites with contamination. Sites containing recognized environmental conditions, such as dry cleaners, gas stations, underground storage tanks, etc., will also be identified during the Second Tier Studies. Measures to

avoid sites known to contain contamination will be made. Potential mitigation measures to address the potential for contamination in the areas affected by construction will also be developed during the Second Tier Studies.

### 3.2.5 Air Quality

The Kansas City area air quality monitoring region is currently designated as a maintenance area for ozone. This area includes Platte, Jackson, and Clay Counties in Missouri. The EPA is currently in the process of identifying areas that may no longer be in attainment of the current (2008) standard for ozone concentration levels. In January 2010, the EPA extended the deadline for designations of areas as attainment, non-attainment, or maintenance areas with respect to the 2008 standard for ozone. The new deadline is March 2011 (EPA, 2010a). It is possible that the Kansas City region's attainment status for ozone may be removed because it exceeds the current standard for ozone and more stringent standards for 8-hour ozone concentrations.

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**What is an attainment area?**

An attainment area is a geographic area with air quality that meets or exceeds the National Ambient Air Quality Standards (NAAQS).

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**Table 3.3** was updated with the National Ambient Air Quality Standards (NAAQS) as of June 30, 2010.



**Table 3.3 National Ambient Air Quality Standards (NAAQS) as of June 3, 2010**

Pollutant	Primary Standard <sup>1</sup>		Secondary Standard <sup>2</sup>	
	Level	Averaging Time	Level	Averaging Time
<a href="#">Carbon Monoxide</a> (CO)	9 ppm (10 mg/m³)	8-hour <sup>3</sup>	None	
	35 ppm (40 mg/m³)	1-hour <sup>3</sup>		
<a href="#">Lead</a> (Pb)	0.15 µg/m³ (2008 std)	Rolling 3-Month Average	Same as Primary	
	1.5 µg/m³ (1979 std)	Quarterly Average	Same as Primary	
<a href="#">Nitrogen Dioxide</a> (NO2)	53 ppb <sup>4</sup>	Annual (Arithmetic Average)	Same as Primary	
	100 ppb	1-hour <sup>5</sup>	None	
<a href="#">Particulate Matter</a> (PM <sub>10</sub> )	150 µg/m³	24-hour <sup>6</sup>	Same as Primary	
<a href="#">Particulate Matter</a> (PM <sub>2.5</sub> )	15.0 µg/m³	Annual <sup>7</sup> (Arithmetic Average)	Same as Primary	
	35 µg/m³	24-hour <sup>8</sup>	Same as Primary	
<a href="#">Ozone</a> (O <sub>3</sub> )	0.075 ppm (2008 std)	8-hour <sup>9</sup>	Same as Primary	
	0.08 ppm (1997 std)	8-hour <sup>9</sup>	Same as Primary	
<a href="#">Sulfur Dioxide</a> (SO <sub>2</sub> )	0.030 ppm	Annual (Arithmetic Average)	0.5 ppm	3-hour <sup>3</sup>
	0.14 ppm	24-hour <sup>3</sup>		
	75 ppb <sup>10</sup>	1-hour	None	

Source: EPA, June 2010 ([www.epa.gov/air/criteria.html](http://www.epa.gov/air/criteria.html), June 3, 2010)

<sup>1</sup> Primary Standard means the level of air quality that provides protection for public health with an adequate margin of safety.

<sup>2</sup> Secondary Standard means the level of air quality that may be necessary to protect the public welfare from unknown or anticipated adverse effects.

<sup>3</sup> Concentration is not to be exceeded more than once per year.

<sup>4</sup> The official level of the annual NO<sub>2</sub> standard is 0.053 ppm, equal to 53 ppb, which is shown in this table for the purpose of clearer comparison to the 1-hour standard

<sup>5</sup> To attain this standard, the 3-year average of the 98<sup>th</sup> percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective Jan. 22, 2010).

<sup>6</sup> Concentration is not to be exceeded more than once per year on average over 3 years.

<sup>7</sup> To attain this standard, the 3-year average of the weighted annual mean PM<sub>2.5</sub> concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m<sup>3</sup>.

<sup>8</sup> To attain this standard, the 3-year average of the 98<sup>th</sup> percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 30.0 µg/m<sup>3</sup>.

<sup>9</sup> To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm (for the 2008 standard) or 0.08 ppm for the (1997 standard).

<sup>10</sup> To attain this standard, the 3-year average of the 98<sup>th</sup> percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 ppb (Final Rule signed June 2, 2010).

### 3.2.6 Floodplains, Streams, and River Crossings

The 100-year floodplain map provided for the Blue River I-70 Bridge crossing has been revised. The U.S. Army Corps of Engineers (USACE) Blue River Channelization Project has significantly changed the 100-year floodplain at the I-70 Bridge crossing.

The City of Kansas City, Missouri reports that the Blue River Channelization Project in the vicinity of the I-70 Bridge crossing is complete. However, the updates to Federal Emergency Management Agency (FEMA) Flood Hazard maps are not available. Updates to the FEMA Flood Hazard maps are expected in 2013 or later. The floodplain revisions were manually drawn on **Figure 3.1** to represent the revised floodplain in order to calculate the estimated floodplain impacts. In addition, **Figure 3.1** legend was relabeled from “Hydrology” to “Water Features”.

The resulting potential floodplain impacts are estimated to be 21 acres for the Preferred Strategy. This would be an increase of one acre compared to the estimate in the Draft FTEIS. The Sub-Area impacted the most by this strategy is the I-435 Sub-Area with some additional impacts in the suburban Sub-Area and the I-470 Sub-Area. The majority of the potential impacts are related to crossing the Blue River.

The I-70 FTEIS Preferred Strategy must be designed to avoid all adverse effects to the Blue River Channelization Project. The Second Tier Studies will further develop the detail of the Preferred Strategy to adhere to USACE requirements.

The regulations adopted by the City of Kansas City, Missouri and City of Independence Missouri forbid changes within the designated floodplain that increase flood height by more than one foot during a 100-year flood without mitigation measures, as determined by approved FEMA methods.

### 3.2.7 Wetlands

Based on comments received on the Draft FTEIS, MoDOT confirms that as the project continues into Second Tier environmental documentation and reaches the design phase,

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#### What is a “100-year flood?”

The phrase “100-year flood” is a short way of saying “a flood with a high degree of probability of occurring in any 100-year period”. The 100-year flood is equivalent to a 1% flood and both are used interchangeably.

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Little Blue River

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**What is the National Wetlands Inventory?**

The National Wetlands Inventory is an inventory of the nation's wetlands.

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efforts will be made to avoid and minimize detrimental effects on wetland resources. The Study Team will adhere to the USACE permit process when the project advances to that point.

The National Wetlands Inventory (NWI) mapping used in this study was developed in the 1980's and has not been updated since publication. Field investigations were conducted by a qualified wildlife biologist who verified that the wetland features presented in the Draft FTEIS have potential to be identified as regulatory jurisdictional wetlands.

The USACE makes official determinations of regulatory jurisdiction over wetlands with oversight by EPA when necessary. The NWI mapping and limited field investigations presented in the Draft FTEIS identified potential wetlands that should be further investigated by the appropriate agency during the Second Tier Studies.

The definition of hydric soil presented on **Page 3.14-2** of the **Draft FTEIS** was a simplified version of the preferred definition. The definition of hydric soil preferred by the U.S. Army Corps of Engineers is: "a soil formed under conditions of saturation, flooding, or ponding for long enough during the growing season to develop anaerobic conditions in the upper part".



Indiana Bat

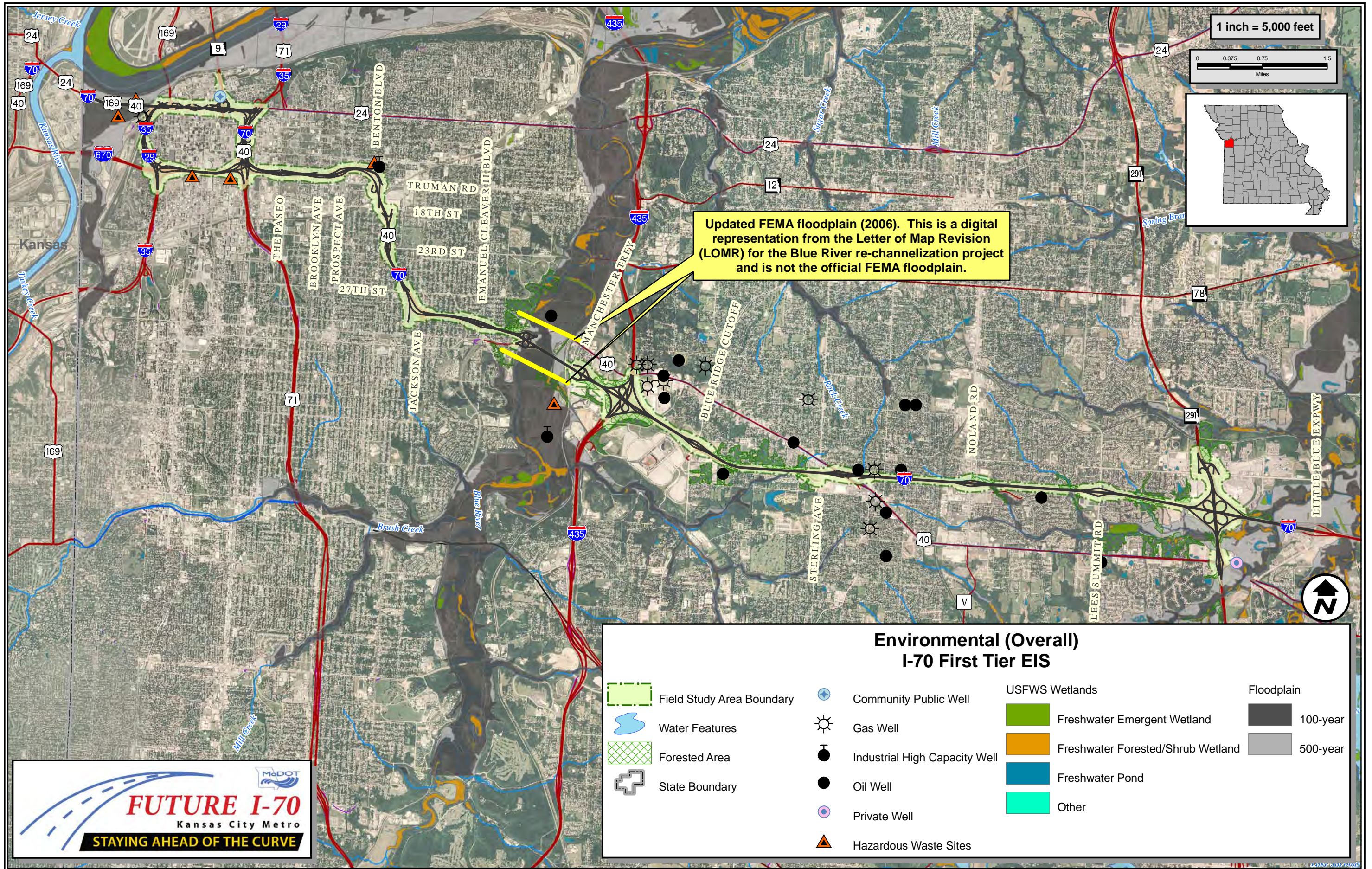
### **3.2.8 Wildlife, Plants, and Threatened and Endangered Species**

The Indiana bat (*Myotis sodalist*) was added as a species that could potentially be found within the Study Area and one that must be reviewed in greater detail as part of the Second Tier environmental study. The Indiana bat inhabits forested areas along stream channels (riparian zone). The Federal Highway Administration and the U.S. Fish and Wildlife Service should complete consultation concerning all threatened and endangered species that may be adversely affected by the proposed project.

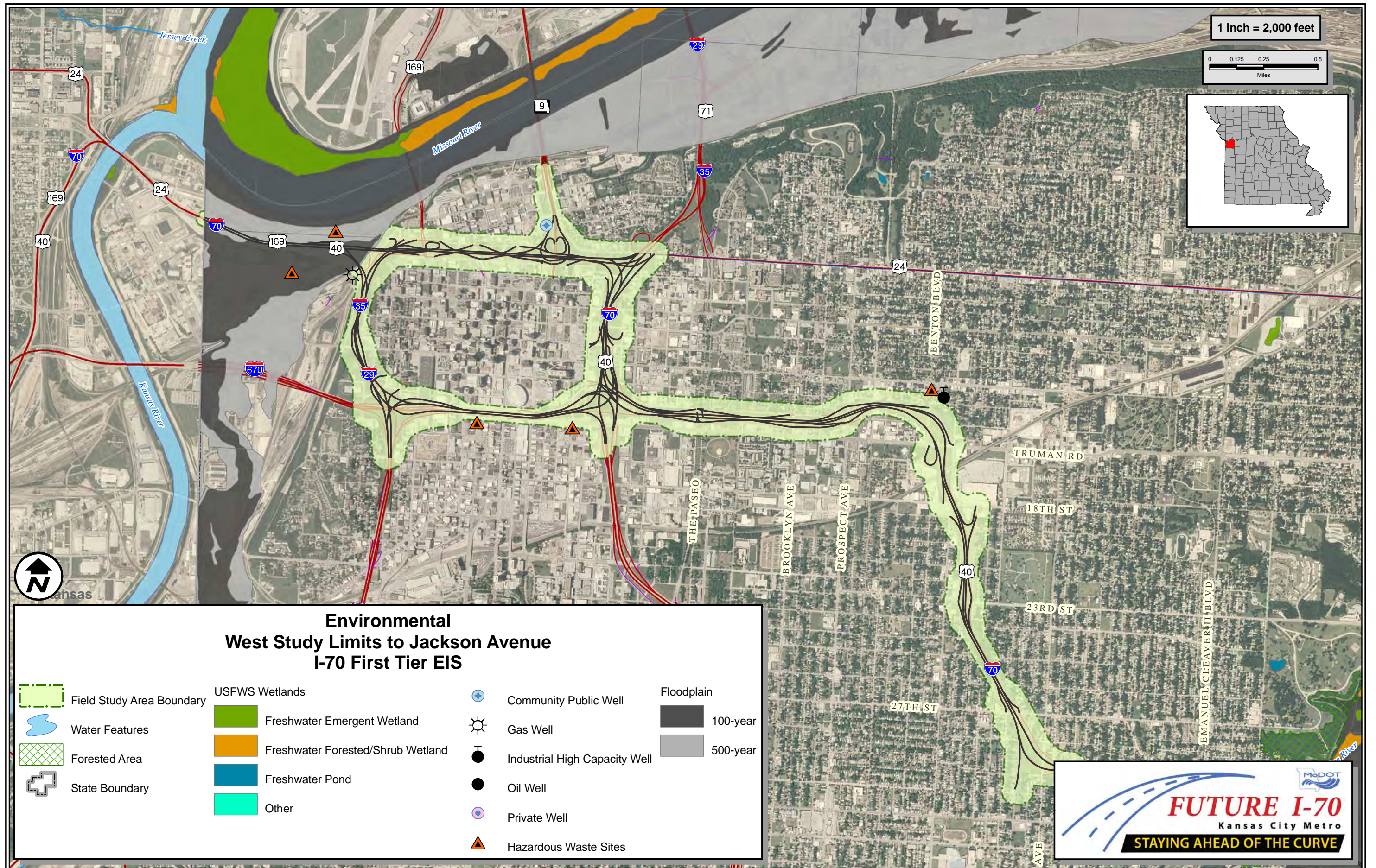
### **3.2.9 Indirect and Cumulative**

The following updates to other studies affecting the study area occurred since the Draft FTEIS. The South Loop Link Study is now completed and is no longer an on-going study. The recommendations from the I-35 Feasibility Study are not finalized and will not be included as an attachment or an appendix in the I-70 First Tier Condensed Final EIS. The I-35 Feasibility Study name was changed to the I-35 Operational Study during the course of the study. The I-470 Purpose and Need Study is now completed.

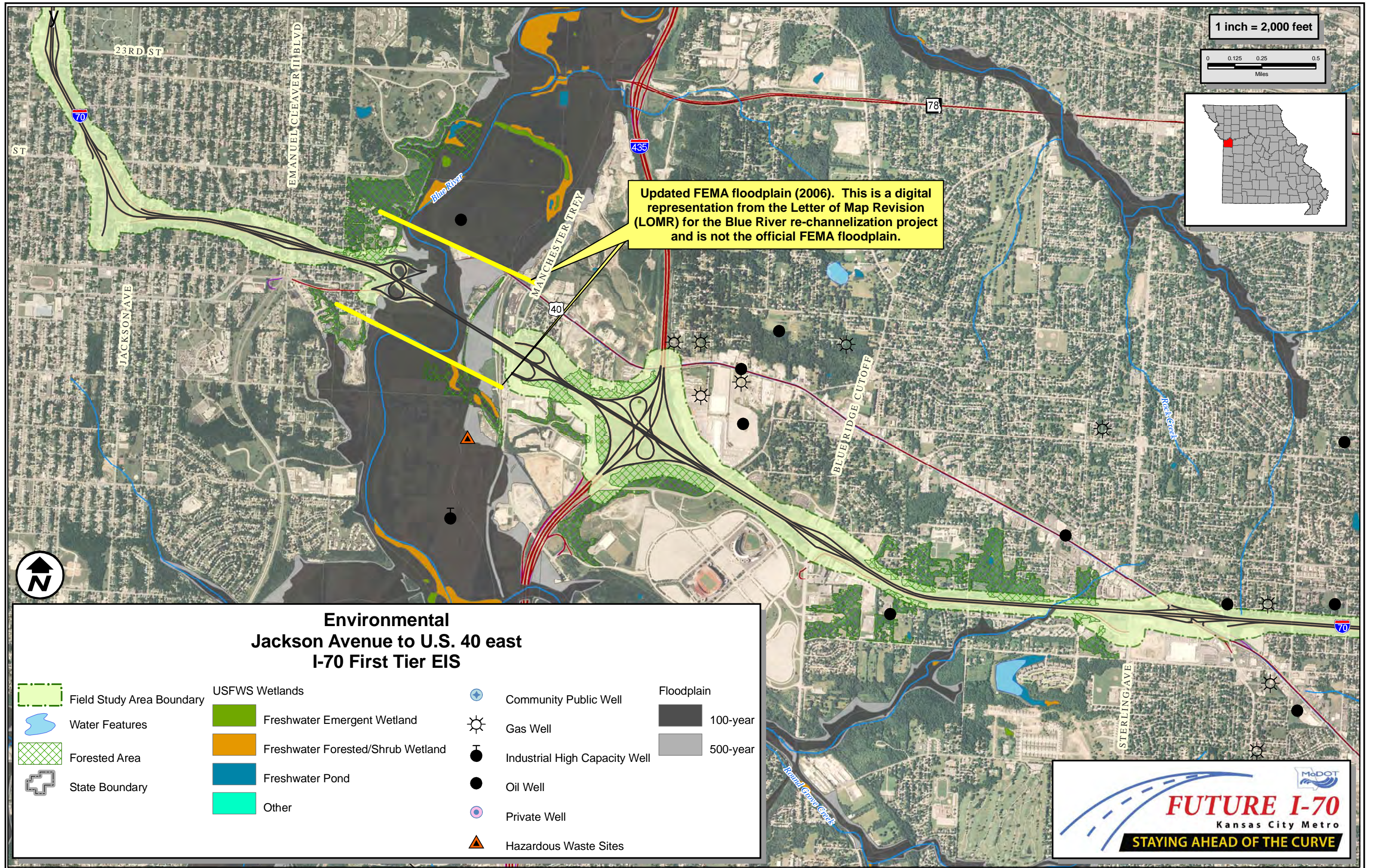




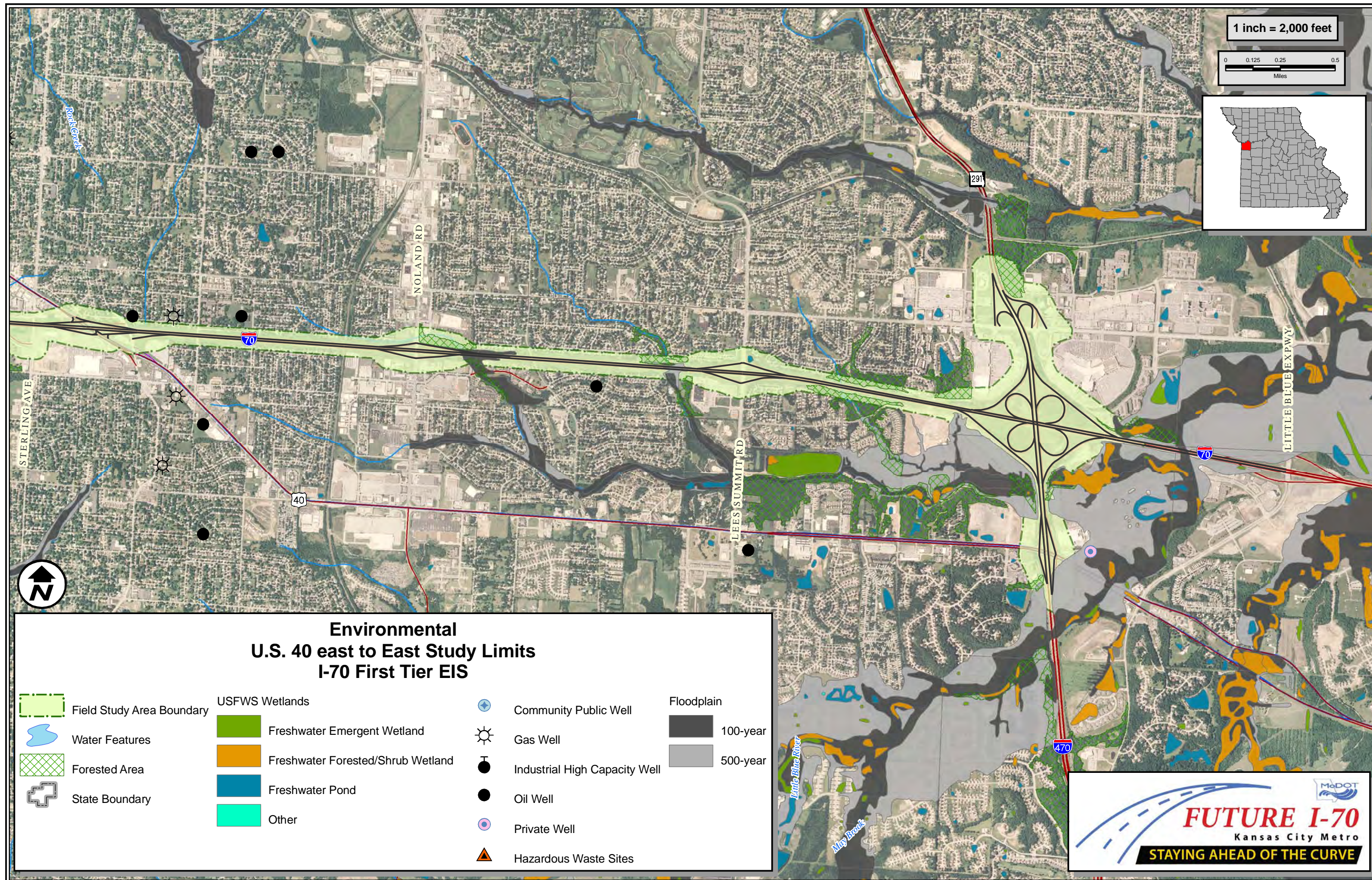












I-70 First Tier Condensed Final EIS - Affected Environment and Environmental Consequences

Figure 3.1 Environmental - U.S. 40 east to East Study Limits



## CHAPTER 4

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### Public Comments and Coordination

This chapter describes how MoDOT involved and consulted with members of the public and project stakeholders regarding potential improvements along I-70 in Kansas City and Independence, Missouri. The chapter includes a discussion of the tools used to involve the public. Summaries of the public comments from all of the outreach efforts are in **Appendix D.1** along with Study Team responses. **Chapter 4** of the **Draft FTEIS** explains how MoDOT followed the guidelines for public and stakeholder coordination as mandated by SAFETEA-LU. A summary of the coordination actions taken is presented here.

#### How did the Study Team Coordinate with Agencies?

MoDOT held eight regular meetings with representatives from local stakeholder agencies such as:

- City of Independence, Missouri
- City of Kansas City, Missouri
- Kansas City Area Transportation Authority (KCATA)
- Mid-America Regional Council (MARC)

Stakeholders provided feedback on the strategies as they were developed and refined.

MoDOT also held three meetings with environmental agencies to discuss the environmental analysis procedures for the project and the anticipated affects of the project on the environment. A summary of agency comments and the Study Team's responses are in **Appendix D.2**. Letters received from agencies commenting on the Draft FTEIS are in **Appendix D.3**.

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#### Who are stakeholders?

Stakeholders are individuals and groups who are affected by or have an interest in a particular project or action. Stakeholders include property owners and residents, community groups, business groups, developers, utility companies, school districts, umbrella organizations (chambers of commerce, neighborhood associations, etc.), and elected/appointed officials at the federal, state, county, and local levels.

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## How Could Members of the Public Learn More About the Project?

MoDOT developed several ways for members of the public to learn more about the project. These included a project website, a project phone number, project newsletters, a speaker's bureau, public meetings and listening posts, and other project interactive activities.



Project Website: MoDOT setup a project website to provide convenient access to project information 24 hours a day, seven days a week. The website went live on August 19, 2008 before the first round of public meetings. The website is located at [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70).

The website was made known through project meetings, media releases, newsletters, post cards, business cards handed out at events, project flyer, and on variable message signs operated by Kansas City Scout along I-70.

Project Phone Number: The project used the MoDOT information line, 1-888-ASK-MoDOT, as the phone number for the public to get information about the project. Calls were forwarded to the MoDOT Project Manager. In total,

approximately 35 people have called the project phone line from the beginning of the project to June 2010.

Speaker's Bureau: MoDOT established a speaker's bureau for the project. Study Team members are available to attend neighborhood, business, and community organization meetings by request. The Study Team sent an invitation letter to more than 30 organizations along the corridor inviting them to request a speaker. The Study Team also posted a speaker's bureau request form on the project website. As of June 2010, Study Team members have presented at nine community group meetings.

MoDOT staff also attended the public hearing for the I-435/Manchester Interchange project and setup a table to provide information for the I-70 FTEIS project.

Newsletters, Postcards, and Flyers: The Study Team used a series of newsletters, postcards, and flyers to provide information about the project, upcoming public involvement opportunities, to invite people to access the project website, and to invite them to sign-up on the project mailing list. They were made available at meetings and placed on the project website.

### **What Public Meetings did MoDOT hold for the project?**

MoDOT held two rounds of public outreach prior to the publication of the Draft FTEIS and one round prior to the publication of this Condensed Final FTEIS. Public meetings or listening posts allowed members of the public to speak one on one with the Study Team. All meetings were held in an open house format over two to three hours and members of the public could stop by at any time during the meetings.

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#### **What is a Speaker's Bureau?**

The I-70 FTEIS Speaker's Bureau includes designated Study Team members who will attend neighborhood, business, and/or community meetings, by request, to discuss the I-70 FTEIS project.

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**Public Meeting**

### September 2008 Meetings



**Public Meeting**

The first series of public meetings were held in September 2008, details are shown in **Table 4.1**. The purpose of the first set of meetings was to:

- Introduce the project
- Explain why improvements are needed
- Discuss environmental constraints
- Provide information on the initial concepts for improving I-70

Members of the public attending the meeting were asked the following three questions:

- What are the problems in the corridor?
- What needs to be fixed and how would you fix it?
- How does the corridor affect your everyday life?

Members of the public were also able to discuss their concerns one on one with Study Team members.

**Table 4.1 Public Meetings**

<b>Meeting Date and Time</b>	<b>Location</b>	<b>Meeting Type</b>
September 9, 2008 4 pm to 7 pm	St. Paul School of Theology, Holter Center Cafeteria (5123 E. Truman Road, Kansas City)	Weekday Evening Public Open House
September 11, 2008 4 pm to 7 pm	Truman High School (3301 S. Noland Road, Independence)	Weekday Evening Public Open House
September 13, 2008 9 am to 11 am	Central High School (3221 Indiana Avenue, Kansas City)	Saturday Morning Public Coffee and Open House
September 27, 2008 9 am to 11 am	Don Bosco Senior Center (580 Campbell Street, Kansas City)	Saturday Morning Public Coffee and Open House

The September 2008 public meetings were promoted through the following methods:

- Approximately 2,700 post cards were distributed to residents and businesses near the corridor. Post cards with Spanish and Vietnamese translations were sent to



encourage participation of these language groups that live in the Study Area.

- Approximately 8,400 newsletters were distributed to residents and businesses near the corridor. These were also translated into Spanish and Vietnamese.
- Approximately 300 flyers were mailed to umbrella organizations, agencies, businesses, and public officials.
- A media release was sent by MoDOT to local media outlets in the Kansas City area.

The September public meetings attracted 54 members of the public. In an effort to increase the public's participation, the Study Team changed their approach for the next round of public outreach. In January 2009, MoDOT held an on-line meeting and a Listening Post.

#### January 2009 On-line Public Meeting

MoDOT posted the First Tier Strategies on the project website for public review and comment from January 2<sup>nd</sup> to January 31<sup>st</sup> as part of an on-line public meeting. The on-line meeting provided an interactive PowerPoint presentation that each visitor could view at their pace, provide blog comments, and e-mail comments to MoDOT. More than 940 individuals visited the on-line public meeting.

#### January 6, 2009 Listening Post

MoDOT held an open house listening post on January 6, 2009 at the Holter Center, St. Paul's School of Theology. This listening post allowed members of the public to view and comment on the First Tier Strategies for improving I-70. The listening post included displays as well as laptop computers that members of the public could use to access the on-line public meeting.

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#### **What is an umbrella organization?**

An umbrella organization is an association of industry specific business, groups, or companies who work together. Example – Chambers of Commerce.

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Listening Post

I-470/291	3 MIN
I-435	8 MIN
DOWNTOWN	16 MIN

KC SCOUT message sign

The on-line meeting and listening post were promoted through the following methods:

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**What is Kansas City Scout?**

Kansas City Scout is the metropolitan region's traffic management system that provides traveler information to the public through the local media, variable message signs, and the internet.

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- Approximately 3,070 post cards were distributed to residents and businesses near the corridor. Post cards with Spanish and Vietnamese translations were sent to encourage participation of these language groups that live in the Study Area.
- Newsletters were sent to prior meeting attendees and members of the project mailing list.
- A media release was sent by MoDOT to local media outlets in the Kansas City area.
- Details of the meeting were posted on the Kansas City Scout electronic variable message signs along the corridor from December 31, 2008 to January 31, 2009.

The website has an online comment and question form that can be filled out and sent to the Study Team. The comment form is also available in Spanish and Vietnamese, two languages spoken in the Study Area. More than 120 people have sent comments or requested information from the website.

*April 2010 Public Hearings*

MoDOT held two open house public hearings on April 12, 2010 and April 13, 2010 from 4 pm to 7 pm. The first public hearing was held at the Noland Road Baptist Church, 4505 S. Noland Road, Independence. The second was held at the Gregg/Klice Community Center, 1600 John "Buck" O'Neil Way, Kansas City. The hearings provided an opportunity for formal public review of the Draft FTEIS. The information presented provided an overview of the study's major findings, the strategies considered to improve I-70, and the Preferred Strategy.

In addition, MoDOT posted the information presented at the public hearings on the project website for public review and comment from April 1, 2010 to May 7, 2010 as part of an on-line public hearing. The on-line hearing provided an interactive PowerPoint presentation that each visitor could view at their pace, provide blog comments, and e-mail comments to MoDOT.

The on-line meeting and listening post were promoted through the following methods:

- Approximately 8,860 post cards were distributed to residents and businesses near the corridor. Post cards with Spanish and Vietnamese translations were sent to encourage participation of these language groups that live in the Study Area. A copy of the postcard is in **Appendix D.4**.
- Newsletters were sent to prior meeting attendees and members of the project mailing list. A copy of the newsletter is in **Appendix D.4**.
- A media release was sent by MoDOT to local media outlets in the Kansas City area. The media release is in **Appendix D.4**.
- A single English, Spanish, and Vietnamese legal notice was placed in the *Examiner*. A copy of the legal notice is in **Appendix D.4**.
- English/Spanish and English/Vietnamese newspaper advertisements were published in the *Examiner*, *Dos Mundos*, *Kansas City Star*, *Kansas City Globe*, and *Kansas City Call* newspapers. Copies of the advertisements are in **Appendix D.4**.
- Radio ads were announced via *News Radio KMBZ 980*. The radio ad script is in **Appendix D.4**.

Informational notices of the hearings were posted on the Kansas City Scout electronic variable message signs along the corridor from April 1, 2010 to April 11, 2010 and April 13, 2010 to May 7, 2010.

More than 90 individuals attended one of the public hearings and 2,013 visits were made to the on-line public hearing.

## What Other Activities and Meetings Did MoDOT Use to Involve the Public?

### Mobile Voice Van



Mobile Voice Van Event

MoDOT vinyl wrapped an existing 12-passenger van, provided a display tent, and backdrop to share information about the First Tier strategy packages with the community. The van was stationed for two-hours at the following events:

- Kansas City Chiefs Football Game on December 21, 2008
- Wal-Mart Super Center on Blue Ridge Boulevard in Independence, MO on January 9, 2009.
- Kansas City Royals Baseball Game on April 8, 2010 (mobile voice van not used)
- Metro Bus Stop at 31<sup>st</sup> and Prospect on April 9, 2010 (mobile voice van not used)
- River Market on April 17, 2010
- Bass Pro Shops in Independence, MO on May 3, 2010



Members of the Study Team circulated the event location to talk with the community about the project and distributed "Contact Us" business cards.





Front of the “Contact Us” business card



Back of the “Contact Us” business card

## How Did MoDOT Provide Information Through the Media?

MoDOT uses a variety of media outlets to provide public meeting information. For the I-70 FTEIS, press releases were sent to 87 representatives of Kansas City area newspapers, television stations, and radio stations.

## CHAPTER 5

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### List of Preparers and Reviewers

#### FEDERAL HIGHWAY ADMINISTRATION

**Peggy Casey:** FHWA (Division Office), Program Development Team Leader, 34 years experience with FHWA.

B.S. Civil Engineering: University of Wisconsin, 1975.

**Roopa Banerjee:** FHWA (Division Office), Transportation Engineer, 2 years experience with FHWA.

B.S. Civil Engineering: University of Louisiana, 1992.

#### MISSOURI DEPARTMENT OF TRANSPORTATION

**Allan Zafft:** MoDOT (District 4), Transportation Planning Coordinator, 9 years experience with MoDOT.

M.P.A. Public Administration: University of Nebraska-Omaha, 2003

B.S. Business Administration: University of Nebraska-Lincoln, 1998

**Matt Burcham:** MoDOT (Central Office), Senior Environmental Specialist, 16 years experience with MoDOT.

B.S. Agriculture: Kansas State University, 1984.

**Lee Ann Kell:** MoDOT (District 4), District Planning Manager, 22 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Rolla, 1988

**Joshua Scott:** MoDOT (District 4), Senior Highway Designer, 11 years experience with MoDOT.

B.S. Civil Engineering: Iowa State University, 1998

**Gerri Doyle:** MoDOT (District 4), Senior Transportation Planner, 3 years experience with MoDOT.

M.A. Urban Planning: University of Kansas, 1996

B.A. Political Science: William Jewell College, 1991

**Allan Ludiker:** MoDOT (District 4), Transportation Project Manager, 15 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Rolla, 1995



**Richard Orr:** MoDOT (District 4), Transportation Project Manager, 16 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Kansas City, 1993

**Jeffrey Hardy:** MoDOT (District 4), Transportation Project Manager, 3 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Columbia, 1992

B.S. Agricultural Engineering: University of Missouri-Columbia, 1992

**Mark Stock:** MoDOT (District 4), Area Engineer, 26 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Rolla, 1984

**Jesse Skinner:** MoDOT (District 4), Area Engineer, 11 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Columbia, 1999

**Mary Miller:** MoDOT (District 4), Assistant District Construction and Materials Engineer, 15 years experience with MoDOT.

B.S. Civil Engineering: University of Kansas, 1995

**Steve Porter:** MoDOT (District 4), Senior Community Relations Specialist, 11 years experience with MoDOT.

B.A. English: University of Missouri-Kansas City, 1972

**Timothy Holman:** MoDOT (District 4), Right of Way Manager, 18 years experience with MoDOT.

M.B.A.: William Woods University, 1995

B.A. Business Administration: Missouri Western State College, 1991

**Joe Donner:** MoDOT (District 4), Assistant Right of Way Manager-Certified, 18 years experience with MoDOT.

M.A. Economics: University of Missouri-Kansas City, 1980

B.A. Philosophy: Immaculate Conception Seminary, 1969

**Scott Thurston:** MoDOT (District 4), Certified Appraiser, 6 years experience with MoDOT.

B.A. Business Administration: Mid America Nazarene University, 2001

**Shari Severeid:** MoDOT (District 4), Certified Appraiser, 10 years experience with MoDOT.

**Toni Prawl:** MoDOT (Central Office), Historic Preservation Specialist, 17 years experience with MoDOT.

Ph.D. Art History (Historic Preservation Emphasis): University of Missouri-Columbia, 1994.

M.A. Housing and Interior Design: University of Missouri-Columbia, 1986

B.S. Secondary Education (Vocational Home Economics): Northwest Missouri State University, 1984

B.S. Home Economics (Housing, Interiors, and Related Arts): Northwest Missouri State University, 1984

**Charles Pursley:** MoDOT (Central Office), Design Liaison Engineer, 26 years experience with MoDOT.

B.S. Civil Engineering: University of Missouri-Rolla, 1984

**James Harcourt:** MoDOT (Central Office), Senior Historic Preservation Specialist, 16 years experience with MoDOT.

M.A. Anthropology: University of Arkansas, 1991

B.A. Anthropology: Ithaca College, 1979

**Kevin McHugh:** MoDOT (Central Office), Senior Environmental Specialist, 15 years experience with MoDOT.

M.A. Architectural History: University of Virginia, 1988

B.G.S. Art History: University of Kansas, 1982

**Alan Leary:** MoDOT (Central Office), Senior Environmental Specialist, 8 years experience with MoDOT.

M.S. Biology: Boise State University, 1996

B.S. Wildlife Management and Biology: University of Wisconsin-Stevens Point, 1991

**Laura Ruman:** MoDOT (Central Office), Senior Environmental Specialist, 5 years experience with MoDOT.

M.S.E.S. Applied Aquatic Ecology: Indiana University School of Public and Environmental Affairs, 1999

B.S. Biology: University of Michigan, 1995

**Stan Thessen:** MoDOT (Central Office), Senior Environmental Specialist, 3 years experience with MoDOT.

B.S. Agriculture: Lincoln University, 1993

**Eric Curtit:** MoDOT (Central Office), Long-Range Transportation Planning Coordinator, 15 years with MoDOT.

B.S. Business Administration: Columbia College, 1996



## WILBUR SMITH ASSOCIATES

**Chris Nazar:** Wilbur Smith Associates (Kansas City Office), Senior Environmental Project Manager, 9 years with Wilbur Smith Associates.

M.S. Urban Planning: University of Toronto, 2001

B.A. Economics and Urban Studies: University of Toronto, 1999

**Robert Orr:** Wilbur Smith Associates (Kansas City Office), Kansas City Division Manager, 4 years with Wilbur Smith Associates.

M.S. Geology: University of Missouri, 1998

B.S. Geology: University of Missouri, 1987

B.S. Education: University of Missouri, 1987

**Randy Rowson:** Wilbur Smith Associates (Kansas City Office), Senior Transportation Planner, 12 years with Wilbur Smith Associates.

M.A. Urban and Regional Planning: University of Iowa, 1992

B.A. Economics: University of Northern Iowa, 1989

**Gina Hershberger:** Wilbur Smith Associates (Kansas City Office), Transportation Planner, 4 years with Wilbur Smith Associates.

M.A. Urban Planning: University of Kansas, 2005

B.A. Architectural Studies: University of Kansas, 2007

**Steve Hamadi:** Wilbur Smith Associates (Kansas City Office), Senior Transportation Project Manager, 1.5 years with Wilbur Smith Associates.

B.S. Civil Engineering: University of Missouri-Rolla, 1987

**Tom Engel:** Wilbur Smith Associates (Kansas City Office), Senior Transportation Engineer, 2 years with Wilbur Smith Associates.

B.S. Civil Engineering: Washington University, 1978

**Mary Malone:** Wilbur Smith Associates (Kansas City Office), Staff Assistant II, 3 years with Wilbur Smith Associates.

B.S. Psychology: Rockhurst University, 1980

**Lindsay Maki:** Wilbur Smith Associates (Lansing Office), GIS Analyst/Transportation Planner, 5 years with Wilbur Smith Associates.

B.A. Geography: Michigan State University, 2005

**Jim Koenig:** Wilbur Smith Associates (Lansing Office), Planning Analyst, 3 years with Wilbur Smith Associates.

M.A. City and Regional Planning: The Ohio State University, 2007

B.S. Geography: Eastern Michigan University, 2001

## HNTB

**Charles Miller:** HNTB Corporation (Kansas City Office), Senior Project Manager, 24 years with HNTB.

Ph.D. Civil Engineering: Vanderbilt University, 1999

M.S. Civil Engineering: University of Kansas, 1990

B.S. Civil Engineering: University of Kansas, 1985

**Joe Blasi:** HNTB Corporation (Kansas City Office), Transportation Planning Engineer, 6 years with HNTB.

M.S. Transportation Engineering: Washington University, 2004

B.S. Civil Engineering: Washington University, 2004

**Gretchen Ivy:** HNTB Corporation (Kansas City Office), Project Manager, Environmental Planning, 12 years with HNTB.

M.S. Engineering Management: University of Kansas, 2006

B.S. Civil Engineering: University of Missouri-Columbia, 1998

**Derek Vap:** HNTB Corporation (Kansas City Office), Engineer I – Highway Design, 3 years with HNTB.

M.S. Civil Engineering: University of Missouri-Columbia, 2007

B.S. Civil Engineering: University of Missouri-Columbia, 2006

**Jim Kinder:** HNTB Corporation (Kansas City Office), Senior Project Manager, 24 years with HNTB.

B.S. Civil Engineering: University of Missouri-Columbia, 1986

## VOLKERT AND ASSOCIATES

**J. T. Yarnell:** Volkert & Associates (Jefferson City Office), Senior Associate, 3 years with Volkert & Associates.

B.S. Civil Engineering: University of Kansas, 1965

**Bridgett Jacquot:** Volkert & Associates (Collinsville Office), Environmental Manager, 3 years with Volkert & Associates.

M.S. Environmental Studies: Southern Illinois University-Edwardsville, 1999

B.S. Environmental Biology: Eastern Illinois University, 1997



## MUSTARDSEED CULTURAL AND ENVIRONMENTAL SERVICES

**Timberlyn Smith:** Mustardseed Cultural and Environmental Services, President/Environmental Program Manager, 7 years with Mustardseed Cultural and Environmental Services.

M.A. Biology: University of Missouri-Kansas City, 1984

B.A. Biology and B.A. Chemistry: William Jewell College, 1979

**Ike Francis:** Mustardseed Cultural and Environmental Services, Vice President/Cultural Resource Manager, 7 years with Mustardseed Cultural and Environmental Services.

Ph.D. Anthropology: Oxford University, 1986

M.S. Archaeology: Oxford University, 1982

B.S. Archaeology: Oxford University, 1980

## ENVIRONMENTAL ADVISORS & ENGINEERS

**Alan Mitchell:** Environmental Advisors and Engineers, Inc., Environmental Engineer, 5 years with EAE, Inc.

B.S. Engineering: Southern Illinois University, 1983

**Mark A. Griffith:** Environmental Advisors and Engineers, Inc., Environmental Scientist/Senior Ecologist, 12 years with EAE, Inc.

M.A. Environmental Studies: University of Kansas, 1989

B.A. Environmental Studies: University of Kansas, 1977

**Gale Wright:** Environmental Advisors and Engineers, Inc., Senior Environmental Engineer, 12 years with EAE, Inc.

M.S. Sanitary Engineering: University of Missouri-Columbia, 1970

B.S. Civil Engineering: University of Missouri-Columbia, 1968

**Jill Biesma:** Environmental Advisors and Engineers, Inc., President, 12 years with EAE, Inc.

M.S. Civil Engineering - Water Resources: Colorado State University, 1987

B.S. Civil Engineering: South Dakota State University, 1981

**Linda Batrick:** Environmental Advisors and Engineers, Inc., Chemical Engineer, 6 years with EAE, Inc.

B.S. Chemical Engineering: University of Missouri-Columbia, 1982

## **STAPLETON LAW**

**John Stapleton, Jr.:** Stapleton Law Firm, 20 years with Stapleton Law Firm.

J.D. Law: St. Louis University, 1986

M.A. Regional and Community Planning: Kansas State University, 1982

B.S. Psychology: Kansas State University, 1978

## **PATTI BANKS ASSOCIATES**

**Triveece Harvey:** Patti Banks Associates (PBA), Project Manager, 4 years with PBA.

M.A. Urban Planning: University of Kansas, 2002

B.A. Architectural Studies: University of Kansas, 2000



## CHAPTER 6

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### Circulation List

#### **U. S. Senators**

Christopher S. Bond  
Claire McCaskill

#### **U. S. Representatives**

Emanuel Cleaver

#### **Governor**

Jeremiah Nixon

#### **State Senators**

Matt Bartle  
Victor Callahan

#### **State Representatives**

Leonard Hughes IV  
Paul LeVota  
Tom McDonald  
Mike Talboy  
Shalonn Curls

#### **Federal Government Agencies**

Advisory Council on Historic Preservation  
Centers for Disease Control and Prevention, National Center for Environmental Health  
Department of Energy  
Department of Health and Human Resources  
Federal Emergency Management Agency  
Federal Railroad Administration  
U.S. Army Corps of Engineers  
U.S. Coast Guard, Bridge Branch  
U.S. Department of Agriculture/NRCS  
U.S. Department of Housing and Urban Development  
U.S. Department of the Interior  
U.S. Department of the Interior, National Park Service, Midwest Field Area  
U.S. Environmental Protection Agency  
U.S. Environmental Protection Agency, Region VII  
U.S. Fish and Wildlife Service

**State Government Agencies**

Missouri Department of Conservation  
Missouri Department of Conservation, Regional Forestry  
Missouri Department of Natural Resources  
Missouri Federal Assistance Clearinghouse  
Missouri NRCS Clay and Jackson Field Office  
Missouri Emergency Management Agency  
State Historic Preservation Office

**Local Agencies**

City of Independence, Missouri  
City of Kansas City, Missouri  
City of Kansas City, Missouri Planning and Development  
Independence Chamber of Commerce  
Independence Council for Economic Development  
Independence Economic Development Corporation  
Jackson County - County Executive Office  
Jackson County - Public Works  
Kansas City Chamber of Commerce  
Kansas City Economic Development Corporation

**Other Agencies and Special Interest Groups**

Black Chamber of Commerce  
Hispanic Chamber of Commerce  
Kansas City Area Transit Authority  
Kansas City SmartPort  
Local Initiatives Support Corporation (LISC)  
Mid-America Regional Council  
Regional Transit Alliance



## CHAPTER 7

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### List of Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway Officials
ACHP	Advisory Council of Historic Preservation
ADA	American Disability Act
APE	Area of Potential Effect
BMPs	Best Management Practices
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CBD	Central Business District
CE	Categorical Exclusion
CERCLIS	Federal Comprehensive Environmental Response Compensation and Liability Information System
CID	Community Improvement District
CSA	Combined Statistical Area
CWA	Clean Water Act
DEIS	Draft Environmental Impact Statement
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIS	Flood Insurance Study
FTEIS	First Tier Environmental Impact Statement
GIS	Geographic Information Systems
GPS	Global Positioning System
HCS	Highway Capacity Software
HOT	High Occupancy Toll lanes
HOV	High Occupancy Vehicle lanes
HUC	Hydrologic Unit Code
KC Metro	Kansas City Metropolitan Area
KCATA	Kansas City Area Transit Authority
LOS	Level of Service

LQG	Large Quantity Generator
LRTP	Long Range Transportation Plan
LWCF	Land and Water Conservation Fund
MARC	Mid-America Regional Council
MDC	Missouri Department of Conservation
MERIC	Missouri Economic Research and Information Center
MIS	Major Investment Study
MLS	Multiple Listing Service
MoDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
MSA	Metropolitan Statistical Area
MSATs	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NFRAP	No Further Remediation Action Planned
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
ROD	Record of Decision
SEMA	State Emergency Management Agency
SHPO	State Historic Preservation Office
SIU	Section of Independent Utility
SWPPP	Soil and Water Pollution Prevention Plan
TDM	Transportation Demand Management
TESS	Threatened and Endangered Species System
TIF	Tax Increment Financing
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
TOD	Transit Oriented Development
TSDF	Treatment, Storage, or Disposal Facility
TSM	Transportation System Management
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VAU	Visual Assessment Unit
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound



## CHAPTER 8

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# I-70 First Tier Condensed Final Environmental Impact Statement



## Appendices

- A Disclaimer
- B Crash Data
- C Sections of Independent Utility  
Technical Memorandum
- D Public and Agency Coordination Documents





## APPENDIX A

### Traffic Accident and Safety Data

The National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321-4370f, requires that this analysis of the proposed project must consider and discuss its effects and impacts on mankind, and its effects and impacts on plants, animals, resources, and the natural world in general. One of the key elements to be discussed in any NEPA analysis of a proposed highway project is its effects and impacts on the safety of those who use those highways. However, Congress has recognized that even while this document summarizes and presents traffic accident and safety information for the general benefit of the public, pursuant to federal law, some people may attempt to use the information to establish federal, state or local liability in lawsuits arising from highway accidents. Congress has enacted a law, 23 USC Section 409, which prohibits the discovery or use, in litigation, of highway accident and safety data, developed under federal law to make highway safety improvements. Congress's rationale is obvious: the safety data was compiled and collected at their request, to help prevent future accidents, injuries and death on our nation's highways. If that information can be used in expensive damage suits, then the millions of dollars that litigation may cost the Missouri Department of Transportation (MoDOT) and local governments will not be available for their use to make Missouri's highways safer. The collection of this safety data should be encouraged, not discouraged.

Traffic accident statistics and safety data are compiled, presented and summarized in portions of this NEPA document. Where noted in an introductory footnote to a segment of this document, the discussions, reports, lists, tables, diagrams and data presented throughout that chapter, unit, section or subsection were compiled or collected for the purpose of identifying, evaluating or planning the safety enhancement of potential accident sites or hazardous roadway conditions pursuant to federal law. Thus, that information and its supporting reports, schedules, lists, tables, diagrams and data are not subject to discovery, and they are prohibited by federal law (23 USC § 409) from being admitted into evidence in a federal or state court proceeding, or from being considered for other purposes, in any action for damages arising from an occurrence on the highways, intersections or interchanges discussed in this document.





## APPENDIX B

### Crash Data

#### Improve Safety

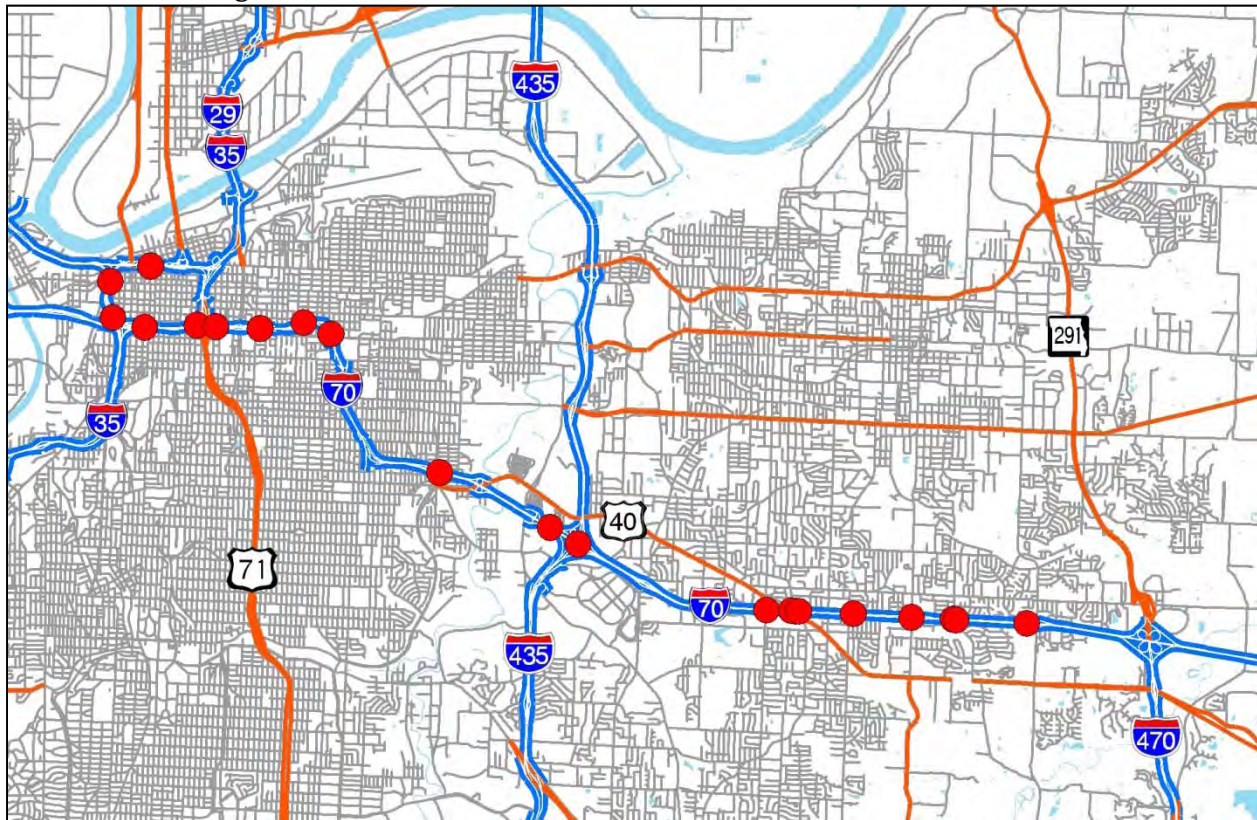
Improving safety within the I-70 FTEIS Study Area must be a key element of improvement strategies. Traffic crashes cost the travelers of I-70 in a variety of ways. Some crashes cost lives, cause severe injury or result in property damage. Traffic crashes also create congestion from blocked travel lanes resulting in increased gas consumption and lost time. I-70 improvements should work to reduce the crash rates compared to the statewide average and to reduce the crash severity.

The Draft FTEIS contained crash rates from 2003 to 2007 using MoDOT data. These have been updated for years 2005 to 2009 using MARC crash data. Both datasets (from MoDOT and MARC) came from the same master database. The new crash data were evaluated and five year crash rates were developed across the corridor. The Study Team identified rates that were more than 150% of the statewide average as undesirable. Rates between 100% and 150% of the statewide average are defined to be approaching undesirable characteristics. Any rates equal to or less than the statewide average were categorized as adequate, but the Study Team will look at potential improvements that will reduce crash rates throughout the corridor.

In the five year period from 2005 to 2009, 21 crashes on I-70 within the study area involved a fatality. The locations of those fatal crashes are shown in **Figure 1**. This is comparable to the 20 fatal crashes reported between 2003 to 2007.



Figure 1: Fatal Crash Locations in the I-70 Corridor 2005 to 2009



The locations with the highest crash rates between 2003 and 2007 were the downtown loop, westbound from the Benton curve to the downtown loop, eastbound from the Jackson curve to I-435, and the I-435 interchange. New 2005 to 2009 data shows the same segments with the highest crash rates with one exception. The crash rate for westbound I-70 at the Manchester Interchange nearly doubled, likely due to recent lane closures and construction on and around the Manchester viaduct.

The latest data also shows a drop in the crash rate at the U.S. 40 West interchange and a simultaneous increase in the crash rate at the U.S. 40 East interchange. This is likely more a result of the processing of the crash location than the actual locations of the crashes. The algorithm used by MARC to geocode crash locations likely located some of the crashes meant for the U.S. 40 West interchange to the U.S. 40 East interchange instead. The Study Team believes that, similar to the 2003 to 2007 data, eastbound I-70 at the U.S. 40 West interchange still has an undesirable crash rate while U.S. 40 East interchange is approaching the undesirable crash rate, but is not as high as the data indicates.

A crash analysis summary from 2005 to 2009 is provided in **Table 1**. Undesirable rates – those greater than 150% of the statewide rate – are highlighted in red.

**Table 1: FTEIS Crash Rate Summary**

Analysis Sections		Length (miles)	2005 to 2009 Crash Rate (Crashes Per 100 Million Vehicle Miles of Travel)		5 Year Crash Rate versus Statewide Average Crash Rate* (130.62)	
			Eastbound	Westbound	Eastbound	Westbound
1	Downtown Loop	3.45	223.51		171%	
2	Paseo Interchange	0.86	110.34	163.75	84%	125%
3	Benton Curve	1.20	145.82	191.59	112%	147%
4	23rd Street Interchange	0.67	59.32	44.37	45%	34%
5	Jackson Curve	0.88	262.34	93.24	201%	71%
6	Van Brunt Interchange	0.73	217.16	121.29	166%	93%
7	U.S. 40 West Interchange	0.59	74.37	44.77	57%	34%
8	Manchester Interchange	0.57	165.04	206.48	126%	158%
9	I-435 Interchange	0.96	169.00	196.09	129%	150%
10	Blue Ridge Cutoff Interchange	1.28	97.76	109.61	75%	84%
11	U.S. 40 East Interchange	1.60	215.05	135.70	165%	104%
12	Noland Road Interchange	1.50	146.44	131.71	112%	101%
13	Lee's Summit Road Interchange	1.35	97.63	96.76	75%	74%
14	I-470 Interchange	1.51	94.41	90.84	72%	70%

\* Statewide average crash rate for urbanized interstates.

In general, the crash rates in the study area from 2005 to 2009 are lower than those calculated from 2003 to 2007. There are several likely factors contributing to this trend:

1. With higher gasoline prices and the economic recession over the past two years, fewer vehicles have been on the roadways. Fewer vehicles and less congestion contributes to a lower crash risk.
2. Construction on I-29/I-35 northeast of the downtown loop, which began in 2008, has temporarily shifted traffic patterns, particularly around the downtown loop and along I-70 from the downtown loop to I-435. In many of these locations, traffic volumes and crash risk have decreased.
3. MARC's algorithm for locating crashes is not able to locate 100 percent of reported crashes, meaning that it is likely that some of the crashes are not included in the data. This would have also been true with the 2003-2007 MoDOT data.

The comparison to the statewide crash rate has changed since the 2003-2007 analysis. The 2003-2007 crash rates were compared to the five-year statewide urban interstate crash rate, which in 2007 was reportedly 107.82 crashes per 100 million vehicle miles traveled (HVMVT). The new 2005-2009 crash rates are instead being compared to the five-year statewide urbanized interstate crash rate, which in 2009 was 130.62 crashes per HVMVT. An urbanized area is one with a population greater than 50,000, whereas an urban area has a population of 5,000 to 50,000. The urbanized crash rate is more representative of the study area in the Kansas City metropolitan area. For comparison purposes, the five-year statewide urbanized crash rate in 2007 was 138.13 crashes per HVMVT, so this rate has also decreased in the last two years. Based on the 2009 statewide urbanized crash rate, the downtown loop and an additional three sections eastbound

and two sections westbound are defined as undesirable because the crash rate exceeds 150% of the rate of 130.62 crashes per HMVMT.

Based on 2005 to 2009 data, the majority of the crashes involve multiple vehicles (79%) while 17% are a collision with a fixed object. Of the crashes involving multiple vehicles, most (63%) are rear end. 22% are sideswipes due to passing, and 10% are angle collisions. Rear end collisions often occur in congested areas as drivers fail to stop for slow moving traffic. About 77% of the total crashes cause property damage only and about 22% cause injury. About 24% of all crashes occur in dark conditions and about 20% occur in icy/snow/wet pavement conditions. All of these observations are consistent with the 2003 to 2007 data. The time of day of the crashes could not be determined for the 2005 to 2009 data because it was unavailable through MARC. From the 2003 to 2007 data, approximately 30% occur during the weekday peak period of traffic (7-9 am and 4-6 pm), which has the largest effect on delay for motorists.



## APPENDIX C

### Sections of Independent Utility Technical Memorandum

#### 1.0 Introduction

The objective of this technical memorandum is to establish Sections of Independent Utility (SIU) for the Missouri Department of Transportation's (MoDOT) First Tier Environmental Impact Statement (FTEIS) project that involves improving I-70 within the Kansas City, Missouri metropolitan area from the Missouri-Kansas state line to east of the I-470 interchange.

The next step for this project will be to perform the Second Tier studies identified in the FTEIS. The Second Tier studies will be necessary to further define the improvements of the Study Area and would address the site-specific details on project impacts, costs, and mitigation measures. The limits and scope of these Second Tier studies need to be defined to layout the planned program for the continued analysis of the I-70 improvements discussed and analyzed in the FTEIS.

A practical approach to defining the limits and scope of the Second Tier studies is to undertake a series of projects which all fit into and are consistent with the overall purpose and need for the I-70 FTEIS. In order to begin the process of establishing the Second Tier studies' limits and scope, the Study Area needs to be broken into manageable sections for more detailed environmental studies. Each of these sections can be referred to as a Section of Independent Utility, or a SIU. Therefore, each section is independent and can function on its own without further construction on an adjoining road section. A SIU may be constructed and open to traffic for several years prior to the adjacent SIU being completed.

#### 2.0 Study Area

The I-70 FTEIS Study Area is located entirely in Jackson County. The Study Area includes I-70 from the last ramp termini east of the Missouri-Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri Downtown Central Business District Freeway Loop. This portion of I-70 spans approximately 18 miles including the downtown loop. I-70 is a four- or six-lane divided and fully access-controlled interstate facility. The Study Area includes all land within 100 feet of the existing highway right-of-way along the corridor and within 300 feet of the existing highway right-of-way at interchanges along I-70.

An expanded Study Area consisting of 1,000 feet on either side of the highway including the downtown loop is being evaluated for land use and socioeconomic studies. The extended Study Area is needed for land use and socioeconomic evaluations to properly assess the potential impacts. The I-70 FTEIS Study Area is shown on **Figure 1**.



**Study Area (Overall)  
I-70 First Tier EIS**

- Land Use & Socioeconomic Study Area Boundary
- Field Study Area Boundary
- Water Features
- State Boundary

**FUTURE I-70**  
Kansas City Metro  
STAYING AHEAD OF THE CURVE



### 3.0 Background

MoDOT, the Mid-America Regional Council (MARC), and the Kansas City Area Transportation Authority (KCATA) completed the I-70 Major Investment Study (MIS) in 2004. The Study Area spanned approximately 28 miles from Kansas City's Central Business District (CBD) on the west to the intersection of State Routes F/H in Oak Grove, Missouri on the east. The objective of the I-70 MIS was to identify a multi-modal investment strategy to address transportation needs in a manner consistent with regional policy goals. The I-70 MIS analyzed the transportation problems and looked at various potential options for addressing them including multiple roadway, transit, and pedestrian options. The study identified a recommended package of improvements that should move into a more detailed environmental analysis phase of study, which was the First Tier Environmental Impact Statement.

One of the recommendations of the MIS was to focus on the highway elements studied in the MIS when the project moved on to the next phase of the NEPA process. The MIS also indicated to focus on the portion of I-70 in the Kansas City metropolitan area from the Missouri-Kansas state line to the I-470 interchange in Jackson County as an individual NEPA document. MoDOT and FHWA completed a Draft First Tier EIS in March 2010 for this portion of I-70.

One of the primary objectives of the FTEIS was to establish why improvements are needed along I-70 in Jackson County. This was established by the Purpose and Need Statement summarized below:

- Improve Safety: Reduce crash rates and crash severity on I-70.
- Reduce Congestion: Remove key bottlenecks, improve freeway ramp operations, and improve multi-modal travel times in coordination with plans put forward by local and regional agencies.
- Restore and Maintain Existing Infrastructure: Improve bridge and pavement conditions on I-70.
- Improve Accessibility: Increase safe access across I-70 for non-motorized travel.
- Improve Goods Movement: Improve the efficiency of freight movement on I-70.

In addition, the I-70 FTEIS accomplished the following objectives:

- Examine the transportation issues that should be addressed along I-70 and in the Downtown Loop in Jackson County.
- Focus on broad issues, such as choice in transportation (automobile, transit, bike and pedestrian).
- Evaluate the initial improvement concepts developed during the I-70 Major Investment Study (MIS).
- Build from other studies that have been or are being completed in the project area.
- Explore the environmental and land use implications associated with the concepts.
- Narrow the list of concepts and create more specific improvement strategies.



- Develop a set of criteria to evaluate the strategies.
- Recommend a single preferred strategy.

The Draft FTEIS did recommend an Identified Preferred Strategy for improving the Kansas City metropolitan Area. In general, an Identified Preferred Strategy is a high level transportation improvement opportunity proposed to address the transportation issues along I-70. Strategies include a series of specific transportation improvements such as adding lanes, fixing existing pavement and bridges, improving interchange ramps, and/or transit projects. The Identified Preferred Strategy is not the Final Preferred Strategy. Resource agency and public comments on the Draft FTEIS may result in changes to the Identified Preferred Strategy. The Preferred Strategy will be approved when the I-70 FTEIS Record of Decision is signed by Federal Highway and MoDOT.

For the I-70 First Tier Condensed Final EIS, the Preferred Strategy is the Improve Key Bottlenecks Strategy in the downtown loop to east of I-435 (**Figure 2**). From east of I-435 to I-470, the Preferred Strategy is to carry either the Improve Key Bottlenecks Strategy (**Figure 2a**) or the Add General Lanes Strategy (**Figure 2b**) into the Second Tier studies.

## 4.0 Sections of Independent Utility

One of the key objectives of the FTEIS is to identify and prioritize sections of independent utility (SIU) in the I-70 corridor that will be studied in detail in the Second Tier studies. When establishing SIUs, per Federal Highway Administration (FHWA) guidance, a SIU must meet the following evaluation criteria to ensure that piecemealing and inappropriate segmentation do not occur:

1. Connects logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Has independent utility or independent significance. Must be usable and be a reasonable expenditure even if no additional transportation improvements are made in the Study Area.
3. Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.
4. Avoids creating further improvements with unforeseen impacts. A proposed improvement may cause a related improvement beyond the proposed termini.



Figure 2 Preferred Strategy

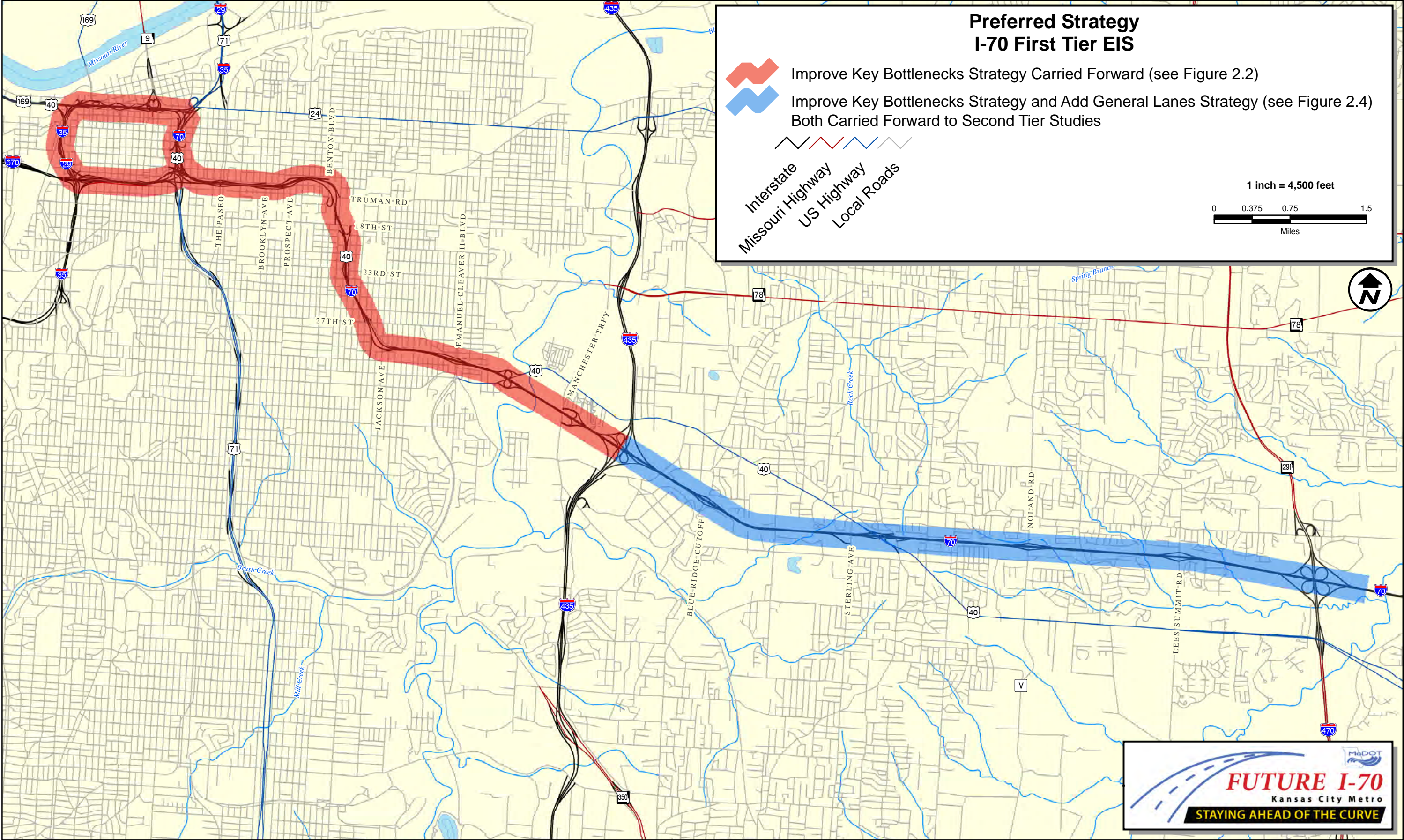




Figure 2a Preferred Strategy – Improve Key Bottlenecks Strategy

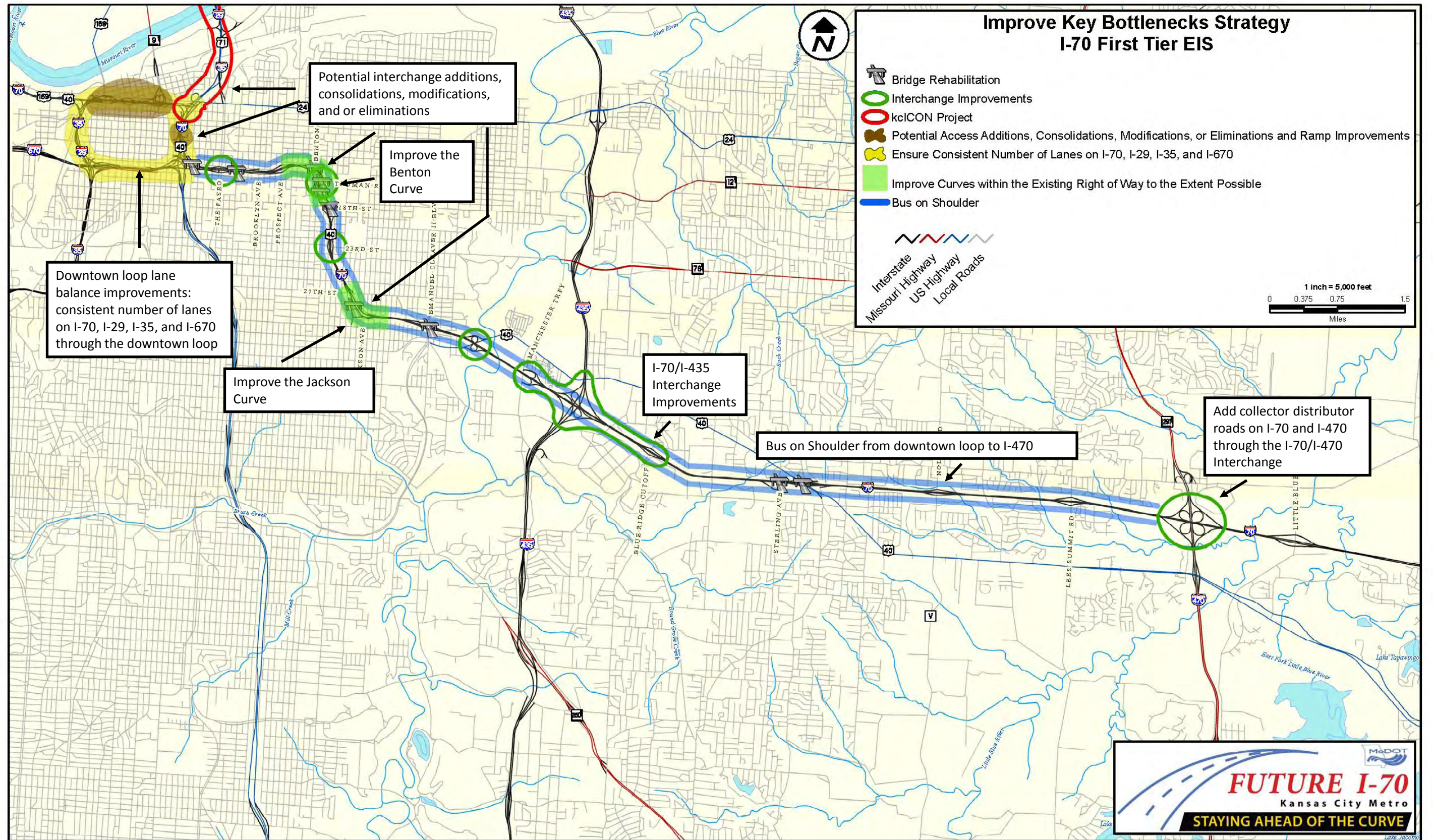
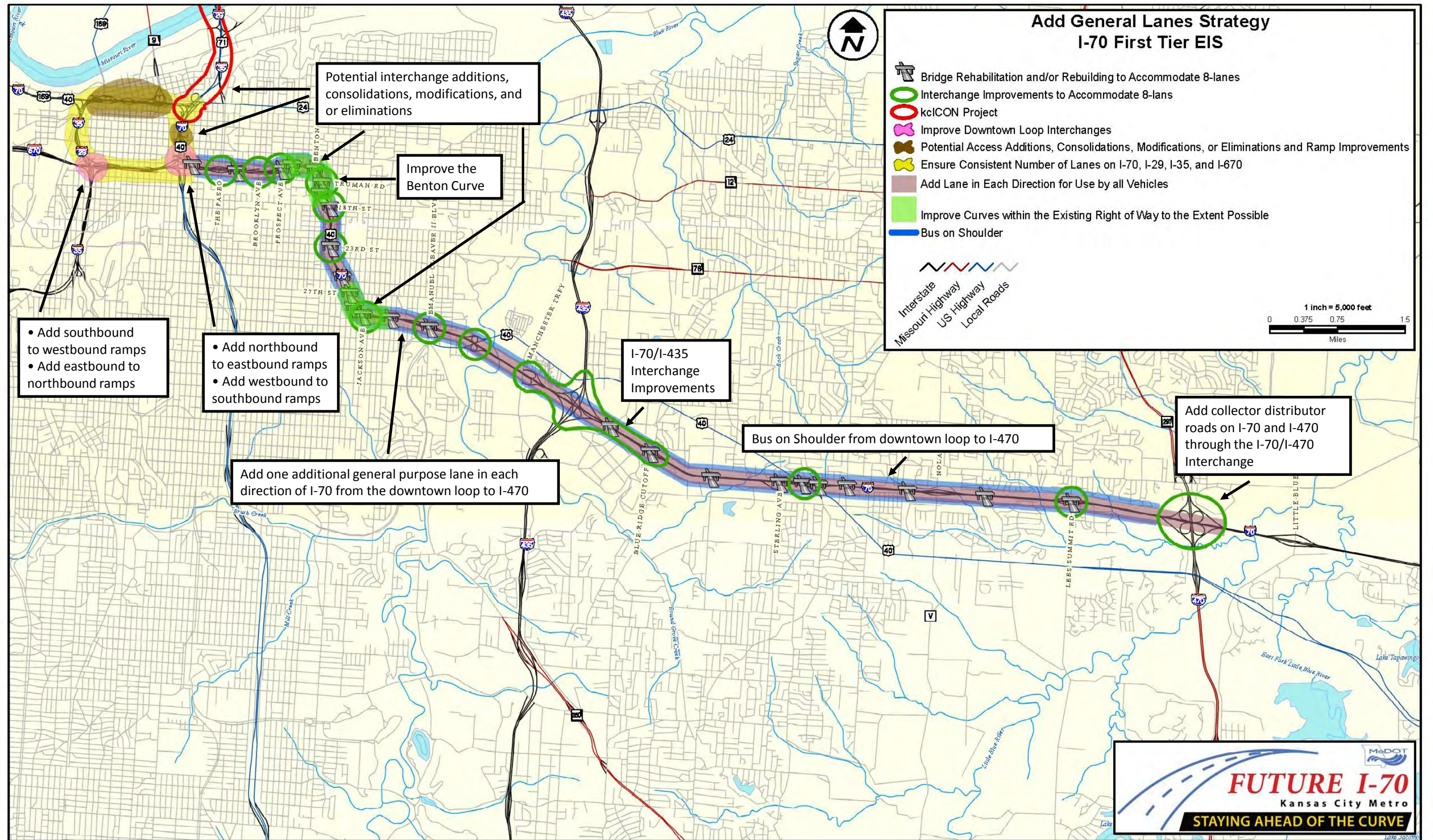




Figure 2b Preferred Strategy – Add General Lanes Strategy





The following is a description of the five potential sections of independent utility (**Figure 3**):

- **Downtown SIU** - Downtown Loop to Paseo Boulevard
- **Urban SIU** - Paseo Boulevard (including the interchange) to U.S. 40
- **I-435 Interchange SIU** - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange)
- **Suburban SIU** - Blue Ridge Cutoff to Lee's Summit Road (including the interchange)
- **I-470 Interchange SIU** - Lee's Summit Road to east of I-470 and the I-470 from 39<sup>th</sup> Street interchange to the U.S. 40 Interchange

The following discussion provides how each SIU fulfills the criteria listed above.

**Downtown SIU (Downtown Loop to Paseo Boulevard):** The logical termini established for the Downtown SIU was identified as Tracy Avenue, which is at the beginning and end of the ramps in to and out of downtown just west of Paseo Boulevard. This termini separates the complexity and interaction of the various legs of the Downtown Loop from mainline I-70.

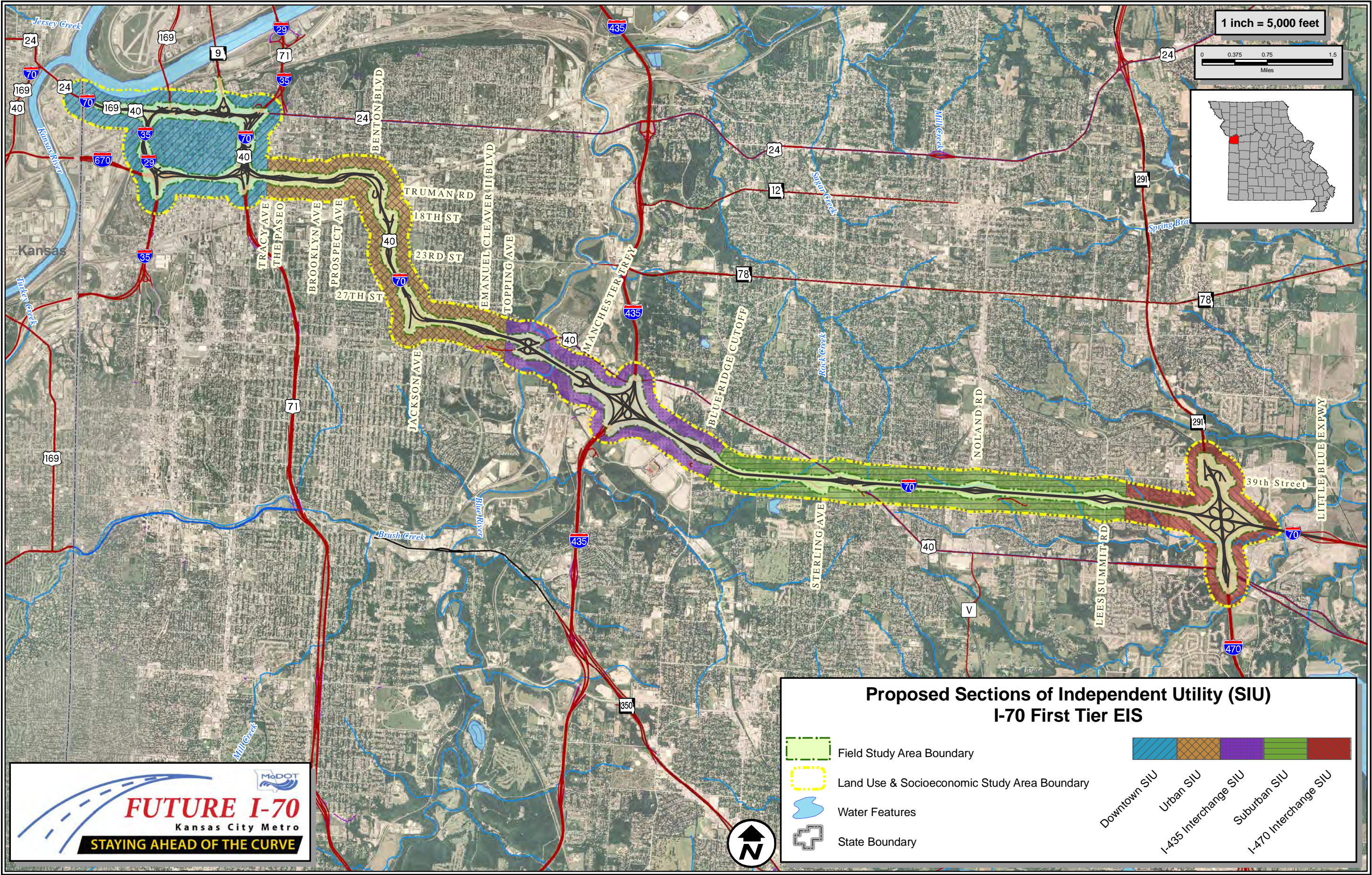
The Downtown Loop improvements include lane balance and improvements in the northeast corner of the Downtown Loop as part of the kcICON project. The strategy will also consider interchange additions, consolidations, modifications, and/or eliminations to improve traffic flow and safety. The improvements would consider the South Loop Link Study to evaluate the possibility of enclosing the south leg of the Downtown Loop to expand development opportunities in the downtown. The Second Tier studies will coordinate with that planning effort and consider the recommended improvements from that study. In addition, the Wyandotte Street on-ramp to westbound I-670 was removed during the Bartle Hall expansion. There was a commitment by the City of Kansas City, Missouri to replace the ramp at a future date.

The lane balance and interchange modification improvements that have been described above are location specific and would benefit the traffic flow and safety in the Downtown Loop regardless if improvements were made in the other SIUs.

The improvements to the downtown SIU would not require or restrict any other improvements to roads connecting to the Downtown Loop. The Downtown SIU has the ability to be a stand-alone project even if no other sections are improved.



Figure 3 Proposed Sections of Independent Utility (SIU)





**Urban SIU - Paseo Boulevard (including the interchange) to U.S. 40:** The logical termini identified for the Urban SIU has its limits set by the Downtown SIU and the I-435 interchange SIU. With the Downtown SIU determined above and the existing plans for I-435 interchange improvements from U.S. 40 to Blue Ridge Cutoff; the Urban SIU is the section in between these two. The Urban SIU extends from west of the Paseo Boulevard (Tracy Avenue) at the beginning and end of the Downtown Loop ramps to west of and including the Van Brunt Boulevard interchange ramps (Topping Avenue).

The improvement to I-70 in the Urban SIU would be rebuilt to provide for bus transit on the shoulder. Improvements also include the bridge rehabilitation along I-70 from Paseo Boulevard to Van Brunt Boulevard. The I-70 curves at Benton Boulevard and Jackson Avenue would be improved within the available right-of-way to the extent possible. The strategy will consider interchange consolidations, modifications with collector distributor roads, and/or elimination of access to improve traffic flow and safety.

The Benton and Jackson curves have poor interstate operations due to existing sight distance and geometrics of the roadway. These areas have higher than average crash rates. In addition, the existing traffic congestion through the Benton and Jackson curves is undesirable or approaching undesirable conditions.

The improvements at the key bottleneck locations in the Urban SIU are location specific improvements. If only the Urban SIU were constructed, traffic flow and safety would increase as a result of the improvement to the curves and the interchange modifications.

The improvements at either end of this SIU would include ramp modifications and would not require or restrict any other I-70 improvements. The Urban SIU has the ability to be a stand-alone project even if no other sections are improved.

**I-435 Interchange SIU - U.S. 40 (including the interchange) to Blue Ridge Cutoff (including the interchange):** The I-435 Interchange logical termini were defined by the current and proposed project improvements. The logical termini were identified from west of U.S. 40 (Topping Avenue) to include the U.S. 40 interchange ramps within this SIU. Likewise, the east side of this SIU was determined by improvements to the Blue Ridge Cutoff ramp connections.

I-70 would be rebuilt to provide for bus transit on the shoulder. In addition to the projects currently programmed in the State Transportation Improvement Program (STIP), MoDOT will continue to modify the freeway access along I-70 and I-435 interchange to relieve congestion and improve the condition of the system in the I-435 and I-70 interchange area. Similar to the programmed STIP project, the proposed improvements include adding lanes to I-435; modifying ramps into a collector-distributor system on I-70 and I-435 and extending ramps at several locations for additional weave, merge and diverge area; reconstructing and relocating the fully directional ramps to eliminate left-side exits from the interstate. These proposed improvements reduce congestion, improve safety, and address bridge maintenance needs in the

interchange areas. To improve the traffic on I-70, access improvements in the I-435 SIU will consider access modifications at Manchester Trafficway.

The I-70/I-435 interchange experiences congestion in the AM peak period in the westbound direction and in the PM peak period in the eastbound direction due to lane balance issues requiring lane changes, closely spaced interchange ramps, and short weaving sections within the interchange. This is caused by lane drops through the interchange and steep grades east of the interchange. The congestion levels in both directions through the I-435 interchange are undesirable. Much of this congestion is due to lane drops as I-70 traffic exits to I-435 and traffic merging on and off I-70.

The interchange improvements that have been described are location specific to this section of I-70. The I-435 Interchange SIU improvements will remove a major bottleneck and experience less traffic congestion and improve safety if this is the only SIU constructed. The influence of the I-70/I-435 interchange includes the Blue Ridge Cutoff intersection to the east to the U.S. 40 interchange to the west.

The improvements to the I-435 Interchange SIU would not require or restrict any other proposed I-70 improvements. The I-435 Interchange ramps will provide adequate space to merge/diverge to/from I-70 before ending. When the Suburban SIU is constructed, these ramps can remain as merge ramps in the bottlenecks strategy or be extended as need to connect with the additional lanes strategy. The I-435 Interchange SIU has the ability to be a stand-alone project even if no other sections are improved.

**Suburban SIU - Blue Ridge Cutoff to Lee's Summit Road (including the interchange):** The logical termini identified for this SIU is the area between the I-435 and I-470 interchanges. This SIU is defined by the limits of the I-435 Interchange and the I-470 Interchange SIU limits. The Suburban SIU extends from Blue Ridge Cutoff to Lee's Summit Road.

I-70 would be rebuilt through this area to provide for bus transit on the shoulder and possibly be rebuilt with eight lanes. If the option is to rebuild this portion of I-70 to eight lanes, all bridges, with the exception of the Noland Road Bridge which was recently rebuilt, will be rebuilt to accommodate the eight lanes on I-70. This strategy will consider interchange consolidations, modifications with collector-distributor roads, and/or eliminations through the Sterling Avenue, U.S. 40 east, and the Blue Ridge Boulevard interchanges to improve traffic flow and safety. In the Improve Key Bottlenecks Strategy, these interchange modifications will be the primary improvement and beneficial to traffic flow, congestion, and safety regardless if the other SIU improvements are made. In the Add General Lanes Strategy, the additional lanes would likely be added or dropped with the Lee's Summit Road interchange ramps. The connection of the additional lanes at Blue Ridge Cutoff is identified in the I-435 Interchange SIU above.



The improvements to the Suburban SIU would not require or restrict any other proposed I-70 improvements. The Suburban SIU has the ability to be a stand-alone project even if no other sections are improved.

**I-470 Interchange SIU - Lee's Summit Road to Little Blue Parkway and I-470 from 39<sup>th</sup> Street interchange to the U.S. 40 Interchange:** The last section within the I-70 Study Area that is being recommended as a SIU is the area west of I-470 to east of I-470, which includes modifications to the I-70/I-470 interchange.

Improvements at the I-70/I-470 interchange would also be designed to connect with the improvements identified in the I-470 Purpose and Need Study and the I-70 Statewide Study. This strategy would address short ramps and merging issues on I-70 and I-470 at the interchange between the two freeways. I-70 would be rebuilt through the I-470 interchange and would provide for bus transit on the shoulder. Interchange improvements would include either a collector-distributor road system or improvements to the interchange ramps to eliminate the interchange weaving areas. I-470 would require interchange improvements at U.S. 40 and 39<sup>th</sup> Street to maintain access. The I-470 mainline improvements would be necessary to connect the new ramps with I-470 traffic. I-70 may also require ramp modifications.

The improvements that have been described are unique to this section of I-70 mainly because of its specific location. The design modifications at this interchange are intended to improve the traffic interaction between these two interstates, however, the influence of the improvements will impact the adjacent interchanges on I-470 (39<sup>th</sup> Street and U.S. 40) and may reach the adjacent interchanges on I-70 (Lee's Summit Road and Little Blue Parkway). As a result, the Lee's Summit Road and Little Blue Expressway interchanges may need to be included in this SIU in case the design requires improvements to either or both of these interchanges. If this occurs, the eastern terminus of the Suburban SIU would also be adjusted.

The improvements to the I-470 Interchange SIU would not require or restrict any other proposed I-70 or I-470 improvements. The I-470 Interchange SIU has the ability to be a stand-alone project even if no other sections are improved.

## 5.0 Recommended Level of Second Tier Studies

The FHWA, in conjunction with MoDOT, recommendations for the level of NEPA documentation for the Second Tier studies for each Section of Independent Utility are below:

Downtown SIU	Environmental Impact Statement (EIS)
Urban SIU	Environmental Impact Statement (EIS)
I-435 SIU	Environmental Impact Statement (EIS)
Suburban SIU	Environmental Assessment (EA)
I-470 SIU	Categorical Exclusion II (CE2)

## **6.0 Conclusion**

This technical memorandum is a recommendation to establish Sections of Independent Utility for the I-70 First Tier EIS. If the SIUs established in this memorandum are approved, the intent is to carry these SIUs and their associated logical termini forward to be evaluated in the Second Tier studies.



## **Appendix D**

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### **Public and Agency Coordination Documents**

#### **Contents:**

##### **Appendix D.1**

Public Comment Summary

##### **Appendix D.2**

Agency Comment Summary

##### **Appendix D.3**

Agency Comment Letters

##### **Appendix D.4**

Public Hearing Transcript

## **Appendix D.1 Public Comment Summary**



## Public Comment Summary

The following provides a summary of the public comments received on the Draft First Tier Environmental Impact Statement (FTEIS). The comments were received through the project blog, email, comment cards, and verbally at the public hearings. The Study Team has prepared a response for all substantive comments received.

### Project Blog Comments

#### Comment:

I can't tell from the slide presentation which proposal addresses the issue in the loop, particularly on the north side, where there are too many on/off ramps that are too short. Also, they are at an awkward angle so that traffic coming off I70 and on to the surface roads have a hard time seeing on-coming traffic. To me that safety issue is more important than adding lanes.

Also, I would like to see a better map of environmental impact and where homes will be affected. Maybe it's on another slide deck?

#### Response:

All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail. Slide M-33 of the on-line public hearing provides a summary of the estimated overall number of relocations for each of the strategies. The Build Strategies have been developed with broad footprints, thus the relocation counts should be considered an order of magnitude at a point in time. The Second Tier Studies will study the strategies in more detail, including more detailed engineering drawings, and the relocation estimates will likely change.

**Chapter 2** of the **Draft FTEIS** provides detailed information on the Build Strategies. **Chapter 3** of the **Draft FTEIS** includes additional maps of the potential environmental impacts.

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#### Comment:

Being a landscape architect student at Kansas State from Independence, MO I'm ashamed to think MoDOT is proposing to expand I-70 to 8 lanes. This will increase traffic more than anything instead of solving current problems. Noise will be greater no matter what solution is kept and I believe air quality will decrease because of more cars traveling on the I-70. I do agree that some interchanges could be better routed and visibility be added for increased safety.

With that being said, I encourage MoDOT to seek more environmentally sensitive ideas instead of adding lanes solely benefiting automobile traffic. MoDot should encourage biking, walking,

mass transit as society shifts to a more sustainable future. Long term ecologically sound goals need to be found to shift the Kansas City Metro Area from being such an oil dependent city. Perhaps, the light rail idea needs to be considered instead of extra lanes and span from the airport, to downtown, to East Lee's Summit.

Check out Denver's I-35 corridor with their light rail improvements and pedestrian bridges. This can be the future of Kansas City, and the time is NOW!

**Response:**

The Preferred Strategy does not propose to add lanes from the Downtown Loop to I-435 and leaves the decision on adding lanes east of I-435 to the Second Tier Studies. All of the Build Strategies are expected to increase noise levels for residents and businesses near I-70. In the Second Tier Studies, corridor improvements that require significant changes in horizontal or vertical or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation during the Second Tier Studies. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

The Preferred Strategy is expected to improve air quality by removing existing bottlenecks which create congestion and stop and go traffic flows. The improved traffic flow will allow vehicles to travel more efficiently. The Second Tier Studies will further evaluate the effects that the Preferred Strategy will have on air quality and will include air quality modeling using Federal Highway Administration improved model and conformance analysis through Mid-America Regional Council. Additional information on air quality and its impacts is located in **Section 3.1.11** of the **Draft FTEIS**.

The Preferred Strategy includes coordination with the Smart Moves Regional Transit Vision, bus on shoulder, improving non-motorized access across I-70 and the downtown loop with Community Bridges, and investigating locations to add Park and Ride lots as necessary.

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**Comment:**

8 lanes????!!!! WHAT? NO WAY!!!! I am an I-70 commuter, 10 hours per week, Blue Springs to Crown Center, 5 days a week. I know for a fact 8 lanes is no solution. It compounds the problem. 8 lanes of high speed traffic is not environmentally friendly –to people and wildlife, it is not safe, it is not quiet, it will not get you downtown any faster, and most importantly, expanding it to 8 lanes is NOT a very sensible way to spend the taxpayer's money in this economy, that is not a long term fix! There are more resources available now than ever before for problem solving, and I beg MoDot to USE these resources to find a better solution.



**Response:**

The Preferred Strategy does not propose to add lanes from the Downtown Loop to I-435 and leaves the decision on adding lanes east of I-435 to the Second Tier Studies. The reasons that the Study Team decided to leave this decision until the Second Tier Studies is discussed in **Section 2.5** of the **Draft FTEIS**. The Preferred Strategy is considering additional lanes or improvements at key congestion points, such as interchange ramps from I-435 to I-470. In addition, the Preferred Strategy includes coordination with the Smart Moves Regional Transit Vision, bus on shoulder, improving access across I-70 and the downtown loop for non-motorized travel, and investigating locations for additional Park and Ride lots.

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**Comment:**

Expanding is just going to make the problem worse. Every day along 70 up to 435 headed east is a test of your braking system; from those that do not want to wait their turn. Cutting people off, and using the turning lane to 435 as a chance to cut more people off. Looking at the on and off ramps is a better way to spend money. Make those ramps more flowing with traffic and less accesible for those trying to cut in line.

**Response:**

In addition to the project currently programmed for the I-435 interchange area in the Statewide Transportation Improvement Plan (STIP), the Preferred Strategy includes improvements to the I-435 interchange area. Similar to the programmed STIP project, the proposed improvements include adding lanes to I-435; modifying ramps into a collector-distributor system on I-70 and I-435 and extending ramps at several locations for additional weave, merge and diverge area; reconstructing and relocating the fully directional ramps to eliminate left-side exits from the interstate. The Preferred Strategy would also evaluate the need to modify some interchange access.

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**Comment:**

M-16 - I really hope you won't do bus on shoulder. It's over-sold. Besides, when traffic is slow enough to justify running on the shoulder the bus will probably make better time on a parallel arterial. Instead of bus on shoulder, focus on measures to reduce the congestion that would trigger bus on shoulder. Manage access to the freeway through a combination of strategies that discourage SOV travel -- ramp metering with HOV bypass, congestion pricing, or other form of access fees for SOVs. Do that and you'll get the freeway to work well for everybody.

**Response:**

The Initial Strategy Package 8: TSM/TDM plus Bus Rapid Transit Solutions in **Section 2** of the **Draft FTEIS** focused on a combination of improvement concepts specifically aimed at reducing vehicle emissions and automobile use in the I-70 corridor. This package included encouraging

Transportation System Management and Transportation Demand Management activities. Transportation System Management programs identified in Mid-America Regional Council's (MARC) Congestion Management System toolbox include traffic signal coordination, enhanced freeway incident detection and management, ramp metering, advance traveler information systems, and highway information systems. While this package was not carried forward, these types of measures could also be implemented as part of the No-Build Strategy or other Build Strategies.

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**Comment:**

M-17 - Add general traffic lanes only as a last resort. Freeway lanes are costly to build and maintain. Given that a lot of trips on urban freeways are relatively short distances, improve the capacity on parallel arterials and encourage people to use them instead of providing capacity for short trips on the freeway.

**Response:**

Comment acknowledged.

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**Comment:**

M-20 - I don't understand the transportation improvement corridor concept -- but I don't think I'd like it if I did.

**Response:**

The Transportation Improvement Corridor Strategy builds upon the elements of the Improve Key Bottlenecks Strategy plus it adds a transportation improvement corridor between the downtown loop and east of Lee's Summit Road. The transportation improvement corridor could be located between the eastbound and westbound lanes or on one side of the I-70 corridor. As currently proposed, the transportation improvement corridor would be barrier separated from the regular traffic lanes. The transportation improvement corridor could be used for congestion managed lanes, reversible lanes, high occupant vehicle lanes, or bus lanes. Additional information on the Transportation Improvement Corridor Strategy is located in **Chapter 2** of the **Draft FTEIS**.

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**Comment:**

M-25 - Good. Add general lanes only as a last resort.

**Response:**

Comment acknowledged. The Preferred Strategy does not propose to add lanes from the Downtown Loop to I-435 and leaves the decision on adding lanes east of I-435 to the Second



Tier Studies. The reasons that the Study Team decided to leave this decision until the Second Tier Studies is discussed in **Section 2.5** of the **Draft FTEIS**.

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**Comment:**

M-28 - Noise is a major impact of any freeway. Rather than put up noise barriers, reduce noise levels by designing for and enforcing lower speeds, and by choosing pavements that have low noise characteristics.

**Response:**

In the Second Tier Studies, corridor improvements that require significant changes in horizontal or vertical or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation during the Second Tier Studies. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

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**Emails**

**Comment:**

I drive I-70 everyday for work from eastern Jackson County to downtown Kansas City. Your Preferred Strategy is a nice start and would have some minimal positive outcomes. However, I am disappointed there isn't some movement towards additional traffic flow alternatives during rush hours such as reversible lanes or express lanes.

In addition, the bus transportation from out east although available, is often full. More buses with more park and ride lots would be helpful.

**Response:**

The Study Team considered all of the options listed above. Initial Strategy Package 3, Package 4, Package 6, Package 7, Package 8, and Package 14 in **Section 2** of the **Draft FTEIS** included improvements such as high occupancy vehicle (HOV) lanes, bus rapid transit (BRT) on parallel arterial routes, reversible lanes, and bus only lanes. More information on these strategies can be found in **Chapter 2** of the **Draft FTEIS**. Package 3 and Package 6 in **Section 2** of the **Draft FTEIS** were not carried forward as a First Tier Strategy because the elements within these packages were very similar to Package 7 which was carried forward and became the Transportation Improvement Corridor Strategy. Package 4 was not carried forward because of the cost and other issues related to the tunnel. It is not an efficient or practical way to meet the purpose and need. Package 8 was not carried forward because it did not meet several purpose

and need goals. Package 14 was not carried forward due to not meeting the purpose and need goals as well as other packages and providing only limited improvement.

Package 7 Fix Key Bottlenecks plus Transportation Improvement Corridor in **Section 2** of the **Draft FTEIS** was carried forward as a First Tier Strategy, but was eliminated from consideration because even though it meets the purpose and need of the First Tier Strategies it has the most impacts and the highest cost. Other strategies met the key reasons for improvements with lower costs and impacts.

The Preferred Strategy does include coordination with the Smart Moves Regional Transit Vision, and investigating locations to add Park and Ride lots as necessary.

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**Comment:**

I am wondering if increasing the bus service is an option that has been considered, either short-term during this project or long-term to reduce traffic on the I-70 run. I am fully aware that MODOT does not run the Kansas City public transit service. However, I am wondering if a partnership between the KCATA and MODOT could result in more buses serving Blue Springs and Lees Summit. I have worked downtown for more than 10 years. I have a management-level position and my schedule is not always 8-5. The last bus back to Blue Springs leaves downtown at 5:17. That is simply not reasonable for many working professionals. Additionally, the Express buses from Blue Springs and Lees Summit are dangerously crowded when I do ride them. It is not uncommon to have 20-25 people STANDING on these buses while they hurtle down I-70 at 65 mph. Over the years when I have been a bus rider, I have seen many bus patrons become frustrated with the overcrowding on buses and resume driving on I-70. I drive next to the bus I should be ON every morning on I-70. I simply cannot be on it because I cannot count on my work demands to get me to the bus stop by 5:17 p.m. to make it home in the evenings.

**Response:**

Currently the Kansas City Area Transportation Authority is solely responsible for setting the bus schedules in conjunction with local jurisdictions. Federal, state, and local entities fund the operation of transit routes. The Preferred Strategy anticipates expansion of express bus service along I-70 as well as coordination with other potential transit initiatives in the region. This is one of the reasons that the decision to add lanes east of I-435 has been left to the Second Tier Studies. Long term additions of transit services may lessen the need to add lanes.

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**Comment:**

We have lived at this address for 44 yrs.and our back yard is adjacent to the I-70 corridor, and the noise level has increased 10 fold or more in this period. I have seen other metros such as Mls-St Paul, where noise barriers have lessened the problem. I realize that funds for



improvement have been less than ideal in past years, and I have been patient, but I feel strongly that the time to address this issue is NOW. Don't wait or it won't get done in my lifetime. Good luck and God speed.

**Response:**

In the Second Tier Studies, corridor improvements that require significant changes in horizontal or vertical or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation during the Second Tier Studies. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

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**Comment:**

Please use your considerable influence to pressure Missouri's Attorney General and the Missouri Department of Justice to enforce current state obscenity laws regarding pornography retailer signage along I-70. A well-traveled friend recently visited us from Pittsburgh. He couldn't believe the saturation of adult bookstore billboards along I-70. No matter what you do with the pavement, such constant visual assault across Missouri is offensive and disturbing, especially since Missouri law makes it possible to curb such an assault.

**Response:**

Comment acknowledged.

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**Comment:**

Will sound walls be included when adding lanes to I-70? Do you expect to need to buy homes in my Eastgate area backing up to I-70, close to Crysler, to be able to add lanes? and how far would you estimate buying them up since E 41st street currently backs up to I-70 and we are one street north of that? I don't want to end up with a sound wall or I-70 in my front yard so want to know how far you estimate going in to this area for expansion. This is important to us as homeowners and our future. I know you won't have exact info, but would appreciate your educated estimates. Thank you.

**Response:**

The assessment of impacts completed for this first tier study are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail. **Section 3.1.4** of the **Draft FTEIS** provides a summary of the estimated overall number of relocations for the Preferred Strategy. Since these strategies have been developed with broad footprints, the relocation counts should be considered an order of magnitude at a point in time. The Second Tier Studies

will study the strategies in more detail, including more detailed engineering drawings, and the relocation estimates will likely change.

Funding has been not identified to begin the Second Tier Studies and the subsequent phases which are design and construction. When the design phase of a project is funded and finished, MoDOT will be able to identify the properties it needs to purchase. Only after construction is funded, will the timeframe for property acquisition be known.

During the Second Tier Studies, MoDOT will conduct noise studies for improvements that require significant changes in horizontal or vertical alignment or an increase in the number of through lanes, to provide a preliminary assessment of needed mitigation. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy.

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**Comment:**

You should consider permanant closure of at least some of the exit/entrance ramps currently closed with the KC bridge project. My trip eastbound out of the city has never gone so smooth merging into 2 lanes just past Prospect. The ramp closures have improved traffic flow out of KC.

**Response:**

The downtown loop improvements in the Preferred Strategy would also consider interchange additions, consolidations, modifications, and/or eliminations at locations to improve traffic flow and safety. These will be decided in the Second Tier Studies.

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**Comment:**

Make a bypass from oak grove, mo to lawrence, ks via southern 435/470 bypass. make current 70 thru a toll and allow triples trailers on bypass.

**Response:**

Comment acknowledged. While truck traffic is an important consideration on I-70, a bypass as described is out of the scope of this project.

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**Comment:**

ES UN PROYECTO GENIAL,ASI MISSOURI PUEDE COMPARARSE CON LAS OTRAS GRANDES CIUDADES(METROPOLIS) YO APOYO EL PROYECTO Y AGO LA INVITACION A LA COMUNIDAD,EN MISSOURI SI SE PUEDE!!! (It's a brilliant project by which Missouri can compare itself to other Metropolitan cities. I support the project and the invitation to the community. In Missouri, yes we can.)



**Response:**

Comment acknowledged.

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**Comment:**

Thank you for the opportunity to voice opinions and contribute to the I70 project. I have driven I70 from Independence/Grain Valley to downtown KC daily (weekday at least) for the last 17 years. The improvements that have been made in the last 5 years (especially to the WB I70 ramp to WB I670) have contributed a great deal to improving traffic flow. Well done!

I will not be able to attend the online meetings this week, but have reviewed the ideas (sorry, but I don't understand all of them clearly), for the most part I agree with the bottleneck areas, but not necessarily the proposed solutions.

Overall, inbound (WB I70 from Adams Dairy road in Blue Springs) is not too bad, but homebound traffic could use help (actually the construction last year and this year improve commuting times, I guess due to discouraging I 70 traffic and I am very familiar with alternative routes).

**1- I 70 East Bound**

Eastbound Traffic is much slower than westbound and provides the most challenges for commuting.

Issue 1 – The hill on I70 at 435 along with 435 on-ramp backs traffic up past Jackson curve, most days to 23rd street.

- Volume of south bound 435 traffic merging with east bound I70 is the root problem
- The hill is a contributing factor
- Merging 3 lanes to 2 lanes under I 435 is a contributing factor

Solution – Merge 435 traffic closer to (or after) Blue Ridge cut-off. To do this run the North and South I435 exit ramps onto I 70 south of I70 (and south of the hill so it would be near stadium drive) and then have the traffic merge onto I 70 further east of the current location. Preferably the exit ramp from I70 to blue ridge cut-off (see issue 4) could be changed so that merging this traffic further east would not impact that ramp. Depending on how the ramps are done the 3rd lane of I70 (far right lane) that currently turns into the NB I435 ramp could continue up the hill.

Issue 2 - double entry ramps at east 40 highway entrance and Blue Ridge blvd entrance

Solution – close blue ridge entry ramp

Issue 3 – short entry ramp from Truman rd to I670

Solution – extend ramp or close ramp.

#### Issue 4 – Baseball game traffic at start of games

Solution – this relates to the idea about having I 435 ramps onto I 70 go further south of the current location, run a exit ramp to blue ridge cut-off from I70 near the I435 overpass (maybe integrate with the same exit for NB I435) for Blue Ridge cut-off that would either mix with the new 435 exit ramp or run parallel on the south side, then the I435 traffic wanting to go to the stadium could use that same ramp. This idea would require changing the ramp from EB I70 to NB I435 and would give it more room to do the clover leaf loop as well (there are other options for the NB I435 ramp as well, but there is not a lot of traffic using that ramp so I won't dive into any detail on it)

#### 2- I70 West Bound

With the changes to I670 several years back the commute in has improved greatly, there is a slow down around Noland rd, but after that it is smooth sailing!

##### Issue 1 – hill at Noland Road along with noland rd on-ramp

Solution 1 – only issue at rush hour, traffic light near end of on-ramp to control volume of merging traffic Solution 2 – create 4th lane to 40 highway so traffic has plenty of room to merge and traffic getting off at 40 hwy can get over early.

#### 3 - Reducing Volume on highway

The long term solution to traffic/environmental concerns is to provide alternative forms of transportation. I 70 is very fortunate to have the KCSouthern rail lines that go through each town (and relatively close to the interstate) that can be used for commuting. From the light rail discussion the last several years I believe KCSouthern is interested in contributing to public transportation (the hold up appears to be the politicians wanting to propose a complex and full solution for light rail, rather than addressing a straightforward commuter traffic solution.

Idea - Run commuter trains from Grain Valley to Union station along Kansas City Southern lines and then run buses from Union Station (or another convenient location) to multiple locations downtown. The union station option would also revive Union Station with foot traffic.

Proposed Stations along route (target arrival times 6:30, 7:00, 7:30, 8:00 at union station)

1. Grain Valley – choose one of these locations Main Street/sni valley rd/airport
2. Blue Springs – 40 hwy and 7 hwy (empty kmart parking lot)
3. Blue Springs – Woods Chapel (not much room there)
4. Blue Springs/Independence –Little Blue Parkway (undeveloped land in this area, the railroad actually travels North/South under I70 about 1 mile east of little blue pkwy)
5. Independence – Noland Road (further from I70, but at this point most of the commuters are North of I70)

##### Critical Success factors

1. Integrating with the Metro Bus system for management of schedules/crews
2. Run buses from downtown rail destination (union station) to down key streets to downtown.



3. Frequent trains with fewer stops (ultimate goal - instead of having 1 train with 5 stops at every location, have 2 trains with 2/3 stops)
4. Railroad participation. KCSouthern lines operates most of the lines from KC east (this is not a heavily used rail line, KCSouthern is very active in the community and with a reasonable agreement getting exclusive use of the line during rush hour should be achievable.) However, I am not sure who operates the lines into Union Station.
5. Commuter/subway style cars/trains with bathrooms/vending machines on the commuter cars (many models I have looked at provide this option), I know it is overhead, but if you want people to use the system it has to be user friendly, one of the reasons I don't consider the bus a viable options is that it would take about an hour longer than my normal commute with no bathroom options. The fairy system in Seattle, WA is a good example.

Other Comments (things I don't drive everyday, but have some exposure too)

- I don't see the Benton or Jackson curves as a problem for causing traffic congestion at this point. The configuration changes in the downtown loop have helped tremendously for inbound traffic and I don't see congestion westbound after the Noland road slow down. Eastbound traffic also does not slow down around the curves, occasionally I see slow down at the end of the Benton curve but I think it is caused by the confusing on ramp where you have to merge going around a curve and on to a somewhat narrow bridge.
- I have major concerns about the benefit of a one-way counter clockwise downtown loop. The south side of the loop seems to function well, the 2 biggest problem I see is 1) the throughput for people traveling on NB I35 south of downtown that want to continue NB on 69 hwy that have to wait for the lights to turn onto Broadway. 2) the number of short exit ramps from EB I70 on the north side of the loop to downtown. The issue is the short ramp and the number of cars wanting to go from EB I70 to exit across the I35 traffic that is already in the right hand lanes and they want to continue SB on I35. Solution 1- break the loop for SB I 35 in the NW corner of the loop forcing SB I35 to travel down the East side of the loop (clockwise), this seems to be a very smooth flow not sure why more people don't use it.
- The tunnel/raised road ideas are good, but I don't think they are needed.
- I don't agree with bus lanes/multi-person lanes, in towns that have 5 or 6 lane highways it might make sense, but in KC it would mean excluding 33% of the lanes to common traffic, this seems excessive and not efficient.

Thank you for this opportunity to express my opinions for the future of I70, I am very interested in this project and would be willing to clarify any questions you might have about my comments. I would also be interested in participating further proposals for this project.

**Response:**

Comments acknowledged. Several of the issues discussed are design issues to be worked out during the Second Tier Studies. In addition to the project currently programmed for the I-435 interchange area in the Statewide Transportation Improvement Program (STIP), the Preferred Strategy includes improvements to the I-435 interchange area. Similar to the programmed STIP project, the proposed improvements include adding lanes to I-435; modifying ramps into a collector-distributor system on I-70 and I-435 and extending ramps at several locations for additional weave, merge and diverge area; reconstructing and relocating the fully directional ramps to eliminate left-side exits from the interstate. The Preferred Strategy would also evaluate the need to modify access at the Manchester Trafficway Interchange.

If the Improve Key Bottlenecks Strategy is selected as the Preferred Strategy, it would evaluate the need to modify, consolidate, or eliminate the series of Sterling Avenue, U.S. 40 east, and Blue Ridge Boulevard interchanges.

The Preferred Strategy would consider interchange additions, consolidations, modifications, and/or eliminations to improve traffic flow and safety throughout the downtown loop.

Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** focused on rail transit strategies within the I-70 corridor right of way. This package included an exclusive rail corridor which may be commuter rail or light rail and enhanced park and ride facilities. Package 10 was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

The Benton and Jackson curves were identified as locations that appear to be major corridor bottlenecks because they have poor interstate operations due to existing sight distance and geometrics of the roadway and are areas of higher than average crash rates. Westbound from the Benton curve to the downtown loop and eastbound from the Jackson curve to I-435 were identified as locations with high crash rates between 2003 and 2007.

Initial Strategy Package 9: Unique Capacity Design Alternatives in **Section 2** of the **Draft FTEIS**, which included the one-way loop option and the elevated/stacked highway lanes design option, was not carried forward because it did not meet all the goals of the purpose and need. The one-way loop would require all bridges to be rebuilt without center supports to allow lane changes. The one-way loop also did not receive support when analyzed as part of the downtown loop study. The elevated or stacked lanes would require extensive interchange revisions. Elevated or stacked lanes would also be expected to cost substantially more than other potential solutions.



Initial Strategy Packages 3: Improve Key Bottlenecks plus HOV lanes in **Section 2** of the **Draft FTEIS** was not carried forward because the elements within this package were very similar to Package 2 and Package 7, both of which were carried forward.

Initial Strategy Package 4: Fix Key Bottlenecks, High Occupancy Vehicle (HOV) Lanes, Unique Design Features (Tunnel) in **Section 2** of the **Draft FTEIS** was not carried forward because of the cost and other issues related to the tunnel. It is not an efficient or practical way to meet purpose and need.

Initial Strategy Packages 3 and 4, which each included HOV lanes, were not carried forward because the elements within these packages were very similar to Package 7: Transportation Improvement Corridor Strategy in **Section 2** of the **Draft FTEIS** which was carried forward. Package 7 was carried forward as a First Tier Strategy, but was eliminated from consideration because even though it meets the purpose and need of the First Tier Strategies it has the most impacts and the highest cost. Other strategies met the key reasons for improvements with lower costs and impacts.

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**Comment:**

From what I've read, these are good ideas, but what about lighting on the freeway. I think, in terms of safety, if lighting projects - like what is seen in Kansas and in metro St. Louis - were implemented in eastern Jackson County, we would see a reduction of preventable night-time accidents as well as improved overall aesthetics of Interstate 70.

**Response:**

The Second Tier Studies will further evaluate and refine the proposed improvements to I-70. During the Second Tier Studies there will be greater analysis and discussion of safety, aesthetic, and visual improvements in the corridor such as landscaping, walls, bridges, lighting, signing, and other aesthetic features. MoDOT will work with the local community and neighborhood groups regarding the long-term visual effects of any improvement.

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**Comment:**

I'm very happy about the plan to widen I-70 at 435. I've seen and almost had a very bad accident within this intersection. I've seen a car fall off one of the over passes and fall directly onto the exit going to 435 south from I-70 westbound. This is the worst bottleneck in the city and it's been ignored for way too long.

With that I sure hope some ramp metering is on the way for this section of interstate. the Noland road on ramp to get on I-70 east bound is just as bad of a bottleneck as 435. The ramp needs to be made longer as well it needs to be metered. People in general do not know how to

merge or let people merge with traffic. That ramp slows down the entire highway for an hour and half every day. We saw what a difference it made when the bridge was shut down for a summer. It made for very nice driving into work. The same problem exists from 40 highway getting on at 70 eastbound, not to the extent of the problem at Noland road.

From my experience the enhancing the current bus system does not do much for many people. The bus drops you off downtown, and this city has as many jobs or more outside the city center than it has in it. You then have to make several transfers taking you more than 2 hours to get to work, that is if you can manage to figure out what busses you need to transfer to. You can't ride a bike from downtown, to many people get killed riding bikes in this city. I'd say save the money spent on busses to hopefully get a light rail implemented in the future. WE already voted it in and it was ignored.

The bus systems are not used by anyone I work with that live outside of the city. There are more than 100k commuters each day from the east side, what do you see about 500-1000 of those ride the bus? That's probably overblown as a lot of people who park at commuter lots are carpooling also.

After 10 years of driving this stretch, the inability to get anything meaningful done in respect to mass transportation, has me at a point where it's one large factor in deciding to relocate to another city in a different state.

Thanks for taking in all of our concerns.

**Response:**

Comments acknowledged. The Strategy Package 8: TSM/TDM plus BRT Solutions in **Section 2** of the **Draft FTEIS** focused on a combination of improvement concepts specifically aimed at reducing vehicle emissions and automobile use in the I-70 corridor. This package included encouraging Transportation System Management and Transportation Demand Management activities. Transportation System Management programs identified in MARC's Congestion Management System toolbox include traffic signal coordination, enhanced freeway incident detection and management, ramp metering, advance traveler information systems, and highway information systems. While this package was not carried forward, these types of measures could also be implemented as part of the No-Build Strategy or other Build Strategies.

Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** focused on rail transit strategies within the I-70 corridor right of way. This package included an exclusive rail corridor which may be commuter rail or light rail and enhanced park and ride facilities. Package 10 was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

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**Comment:**

The "no build" strategies of the past decade contributed to the mess we face now, so don't waste time or money applying another bandaid to cure cancer.

**Response:**

As a requirement of the National Environmental Policy Act a No-Build Strategy was evaluated and carried forward. However, the Preferred Strategy is not the No-Build Strategy and includes numerous improvements to the I-70 corridor. Additional information on what improvements are included in the Preferred Strategy is included in **Chapter 2** of the **Draft FTEIS**.

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**Comment:**

Improvements east of I-435 don't seem to make sense when the problem for the backups exists west of 435. And please don't fall into the same community "impact" (no pun intended) trap which created the Bruce Watkins nightmare, i.e., a residential freeway & probably the most dangerous highway in the area.

**Response:**

Commuter traffic in the study corridor is highly directional with the majority of traffic destined towards the Kansas City downtown loop during the morning and away from the downtown loop during the afternoon peak periods. While many of the key bottlenecks to traffic flow are located west of I-435, the existing congestion levels east of I-435 are either undesirable or approaching undesirable conditions. The traffic modeling results indicate that the Improve Key Bottlenecks Strategy will improve the level of service to acceptable levels west of I-435 with some additional design considerations. However, east of I-435 the Improve Key Bottlenecks Strategy leaves 5.7 miles of the 8.0 miles at an unacceptable level of service F. The traffic model results that the Add General Lanes Strategy will improve the level of service to acceptable levels east of I-435. East of I-435 there are interchanges with short on and off ramps. In the Sterling Avenue, U.S. 40, and Blue Ridge Boulevard area the on and off ramps are short and closely spaced which creates slow downs on I-70. The complete discussion regarding the traffic modeling results and corresponding level of service for each strategy is in **Section 2.4** of the **Draft FTEIS**.

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**Comment:**

Since 1987, I've travelled the I-70 route from my home(s) in Eastern Jackson Co. to work in downtown KC. Unlike many, I prefer to come to work late rather than early, to miss the rush. During the past 23 years, I have pondered the multiple curves, exits and reduced lanes on I-70 from I-435, west to the downtown loop. I believe that, at least one more lane in each direction is



a minimal remedy, considering the sharp curves, bottlenecks, super elevation (winter driving) that exist in the "snake" through the urban corridor. I also believe that some provisions should be made for future rail/light rail to the suburbs.

Therefore, I prefer adding a combination of the "General Lanes" and "Transportation Improvement Corridor" strategies. Although this is the most expensive and environmentally impacting approach, major improvements need to be made to an antiquated, restricted route that was designed and built 50+ years ago. In fact, I-70 is overloaded from KC to St. Louis, at only two lanes in each direction. Increased traffic is making this route dangerous. I'm sure you have traffic studies to debate this, but, over the last 10 - 15 years, look at the vast increase in lanes on I-470, from Lee's Summit to Kansas, including rebuilding the Grandview Triangle. Surely, the traffic density on I-70, from Eastern Jackson Co. to downtown has grown enough to justify at least four lanes in each direction. The route needs to be straightened as much as possible, i.e., Benton curve, and, yes, I agree that some exits in the downtown area need to be closed. I realize this is the most expensive approach, but, with the revitalization of downtown KC, and considering the age and design of this section of I-70, I believe that some major overhauls are warranted. It is a shame for those of us that live in the suburbs, that there is not rail available to encourage coming downtown to enjoy the major entertainment improvements.

This has proven to be a boon for other cities. KC is way overdue. So, reiterating, besides adding lanes, provisions need to be considered for future light rail service.

**Response:**

The Preferred Strategy includes adding lanes east of I-435 as one of two options that will be further evaluated in the Second Tier Studies. From east of I-435 to I-470, the Preferred Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. The reasons that the Study Team decided to leave this decision until the Second Tier Studies is discussed in **Section 2.5** of the **Draft FTEIS**. The Transportation Improvement Corridor Strategy has not been carried forward. The Initial Strategy Package 10: Rail Transit was not carried forward due to not meeting purpose and need of the project, potentially higher human environmental and cultural impacts, rail lines negotiating the upgraded curves, and light rail specifically is not identified in local and regional plans.

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**Comment:**

In order for the KC metro area to be considered in the top tier of US metro areas, it must provide improved mass transit in the form of commuter rail. Any improvements, or god forbid, additions to highway lanes should take into account the need for a commuter rail into downtown KC along the Rt 70 corridor.

**Response:**

Comment acknowledged, however, the Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

Currently the Kansas City Area Transit Authority (KCATA) is solely responsible for setting the bus schedules in conjunction with local jurisdictions. Federal, state, and local entities fund the operation of transit routes. The Preferred Strategy anticipates expansion of express bus service along I-70 as well as coordination with other potential transit initiatives in the region. This is one of the reasons that the decision to add lanes east of I-435 has been left to the Second Tier Studies. Long term additions of transit services may lessen the need to add lanes.

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**Comment:**

I'm very supportive of any enhancements to I-70 as I travel daily from Blue Springs to downtown. I like the 'preferred strategy' and the 'add general lane strategy'. We definitely need more lanes by Noland Rd and I70/I435 interchange. I do worry about a dedicated lane in terms of stalled cars/trucks - would be hard to clear?

**Response:**

Comment acknowledged.

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**Comment:**

I think additional lanes for I-70 should extend from KC-St Louis. This is such a major thoroughfare for truck traffic across the State that provisions should be made for at minimum 3 lanes, two for truck and passenger with the left most lane for passenger cars only. Between Independence and Downtown KC additional lanes should be made for car pooling, etc. thank you.

**Response:**

The Study Team considered the Transportation Improvement Corridor Strategy for those purposes; however it was eliminated from consideration because even though it meets the purpose and need of the First Tier Strategies it has the most impacts and the highest cost. The Preferred Strategy will investigate locations to add Park and Ride lots as necessary. A separate study, I-70 Statewide Supplemental EIS, was completed in 2009 and it concluded that truck-only lanes (minimum of truck-only lanes on the inside and two general purpose lanes on the outside in both directions) were a preferred option between Kansas City and St. Louis.

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**Comment:**

As a frequent driver in California and Arizona I would like to see an HOV lane from Jackson curve out to Woods Chapel Rd,(EAST AND WEST) add One/Two lanes, Limit on ramp access with metered lights. Shoulders on bothsides extended. Do Not do short shoulders and blade dirt up to the new concrete. I'am a truck driver and I see this all the time, it looks good but if a truck runs a wheel off of the shoulder it pulls the truck or any vehicle right down the bank. This has become very common and is very, very, dangerous to all vehicles. When it rains this is an accident waiting to happen.

**Response:**

Comment acknowledged. The Transportation Improvement Corridor Strategy was carried forward as a First Tier Strategy, but was eliminated from consideration because even though it meets the purpose and need of the First Tier Strategies it has the most impacts and the highest cost.

The Strategy Package 8: TSM/TDM plus BRT Solutions in **Section 2** of the **Draft FTEIS** focused on a combination of improvement concepts specifically aimed at reducing vehicle emissions and automobile use in the I-70 corridor. This package included encouraging Transportation System Management and Transportation Demand Management activities. Transportation System Management programs identified in MARC's Congestion Management System toolbox include traffic signal coordination, enhanced freeway incident detection and management, ramp metering, advance traveler information systems, and highway information systems. While this package was not carried forward, these types of measures could also be implemented as part of the No-Build Strategy or other Build Strategies. The Preferred Strategy does include rebuilding I-70 to provide for bus transit on the shoulder, as well as shoulder improvements throughout the corridor.

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**Comment:**

I don't want more traffic lanes...I WANT LIGHT RAIL/METRO system!!!!

**Response:**

Comment acknowledged, however, the Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

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**Comment:**

Regarding the forums about fixing I70 from KC to Independence - I can't attend the meetings in person. My comment is: There is NOTHING wrong with the highway, it's the DRIVERS!!! They're talking on the cell phone, not paying attention, tailgating, and in the last few days while we and other drivers are driving with the speed limit, there are cars speeding by in the middle lane. Then there are truckers who still don't understand that they are NOT supposed to drive in the 3rd left side lane. We drive back and forth and the roadways are in good shape. On 435 south trying to go east on I70, cars and trucks continue to go over the double lines, yet there are no police to give out tickets. It's NOT the roads, it's the drivers who cause the problems.

**Response:**

Comment acknowledged.

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**Comment:**

For the forum on fixing I70 from KC to Independence - I forgot to add - something needs to be FIXED at the 291 cloverleaf. Drivers out here DO NOT know what a YIELD sign means!!! I can't tell you how many times we have to use our brakes while on 291 to prevent an accident because someone is flying onto 291. This is the spot that either needs to be fixed, or put up signals that show when it is safe for drivers to get onto 291 highway. I hate driving at this location because I fear for my life!!!

**Response:**

The Preferred Strategy will evaluate interchange improvements to address ramp lengths, merge areas, and weave sections at all interchanges. It will address short ramps and merging issues at the I-470 Interchange between the two freeways. Interchange improvements would include either a collector-distributor road system or improvements to the interchange ramps to eliminate some of the interchange weaving areas. I-470 would require interchange improvements at U.S. 40 and 39th Street to maintain access if there are new ramps and I-470 mainline improvements to join the new ramps with I-470 traffic.

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**Comment:**

I no longer have to use that stretch of I-70, but any improvement that doesn't straighten out the incredibly dangerous Benton and Jackson curves would be a complete travesty, and a big waste of money... the turns are too sharp, and winter is terrible to drive through them. Any improvement that widens ahead of them will serve only to cause even bigger bottleneck getting through them... Thanks for listening.

**Response:**

The Preferred Strategy includes improving the curves at Benton Boulevard and Jackson Avenue within the existing right of way to the extent possible.

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**Comment:**

I'm not sure I understand the point of assigning the busses to the shoulder lane. It's not like they are picking up passengers along the freeway and they run nearly as fast as the rest of the traffic when there are no bottlenecks. The biggest problem are trucks in the left lane, slow drivers in the left lane, short merge paths along the corridor from the Jackson curve on in to downtown and the lack of enough lanes. Key improvements to bottle neck areas could fix the lane problem. I have not seen in the proposal that trucks should be restricted from the left lane, but they definitely should be. If another lane is added, then restrict the trucks from the left two lanes. Require a minimum speed in the left lane(s) and enforce it. The cell phone users in the left lane account for most of the problems because they are oblivious to anyone except themselves. They slow down to talk and it forces people to pass them on the right. Ban cell phone use and enforce it. Ban slow driving in the left lane, period. Meanwhile, I would like to see a light rail from Odessa in to downtown, but I know I'm only dreaming. I used to park my car at the Blue Ridge park and ride, and then take the bus in to work, until someone took a saw and removed my catalytic converter. These are way too expensive to lose. I have to commute a long way to downtown and I would love to see a viable alternative.

**Response:**

Comment acknowledged. In lieu of a dedicated corridor for buses to travel in, allowing buses to drive on the shoulder during congested periods of the day accomplishes travel time benefits for bus transit which may attract more riders. The Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

Currently, trucks are restricted from the left lane on three or more lanes of urban interstates in Missouri, including I-70. MoDOT is responsible for setting the posted speed limits and speed minimums on I-70. Enforcement of these speed limits are a responsibility of the Missouri Highway Patrol.

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**Comment:**

The future of I-70 should be light rail and/or a combination of HOV lanes and BRT facilities. No expansion of capacity for SOV should be considered. I prefer strategy 8 or 10.

**Response:**

Comment acknowledged, the Initial Strategy Package 8: TSM/TDM plus BRT Solutions in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet several purpose and need goals. These measures could be incorporated as part of the Preferred Strategy. The Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

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**Comment:**

I would like to know what will happen to our houses, on 40th Terrace we are close to I70, the noise is terrible now, what would another lane or two of traffic do to us?

**Response:**

**Section 3.1.10** in the **Draft FTEIS** discusses at a high level the potential effects of the Preferred Strategy on noise levels in the Study Area.

The Second Tier Studies will further evaluate the noise impacts in accordance with MoDOT's Noise Policy. If the strategy proposes corridor wide improvements that require significant changes in horizontal or vertical alignment or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy.

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**Comment:**

I live in the River Market and my main concern is the highway access ramps along the downtown loop. I often am trying to get onto I-35 south from Independence Avenue. The access ramp west of Delaware is dangerous. It is hard to merge onto the highway there and you often have to come to a complete stop on the ramp as you wait to merge, which means you have to look out for those cars behind you as well. I often skip this ramp and get on west of Broadway. I would rather see 1 functional access in this area as opposed to multiple unsafe and non-functional access points. Thanks for your efforts on this study.

**Response:**

The downtown loop improvements in the Preferred Strategy include lane balance and improvements in the northeast corner of the downtown loop as part of the kclCON project. This strategy would also consider interchange additions, consolidations, modifications, and/or eliminations to improve traffic flow and safety.



The Preferred Strategy would consider the South Loop Link Study to evaluate the possibility of enclosing the south leg of the downtown loop. The Second Tier Studies will coordinate with that planning effort and consider the recommended improvements from that study. In addition, the Wyandotte on-ramp to westbound I-670 was removed during the Bartle Hall expansion. There was a commitment by the City of Kansas City, Missouri to replace this ramp at a future date. The need to replace this connection or not and where the ramp would be located are issues that will be evaluated in the Second Tier Studies.

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**Comment:**

I-70: I want to put input into the Future I-70:

1. Make a staging yard at Exit 28 allow for triples and turnpike doubles along new I-70 bypass in Missouri. It will attract big companies, like Fedex, UPS, Old Dominion, Saia, etc.
2. Make a bypass starting at Exit 28 (around Mile 27) south over Lake Jacomo (North of NE Colbert Rd.) link it up with I-470> Continue it I-435 to Hwy 10 in Kansas through Weaver, KS; across the river and meet back with I-70 at US-59/Hwy-24/Hwy-40 Kansas Turnpike Exit 204
3. Rename Highways call this bypass I-70; traveller will use it because it is easy to follow; name the current I-70: Independence Pkwy and make it a toll road at Mile 26 both ways to discourage use don't sign it for Kansas City, but sign and warn of toll.
4. Make the road have to exit to old I-70 (Independence Pkwy) and the main lane continue to the bypass.
5. Put a truck restriction like Atlanta, between mile 26 and exit 15; restricting trucks 6 wheels and more, vehicles 3 axles and more, all through buses, campers, trailers and RVs. requiring entrance to Kansas through I-470 and I-435
6. \*\*\*\*Make the bypass the shortest distance\*\*\*\*, and the route of less resistance. This attracts map routing companies and trucking companies looking for shortcuts. Less miles equal less cost, i.e. less wear and tear, less fuel consumption.

Thank you for this opportunity to express my thoughts

**Response:**

Comments acknowledged.

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**Comment:**

I am interested in the adding of lanes near i-470 as my home backs up to i-70. I am ok with moving just curious of how possible this is of happening and when. I have recently updated my home in a major way and look forward to knowing the facts.

**Response:**

The I-70 FTEIS is a high-level study looking at potential strategies to improve conditions throughout the I-70 corridor. All assessment of impacts are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. Specific properties that would need to be relocated are not known. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail, including more detailed engineering drawings, and the relocation estimates will likely change. Funding has not been identified to begin the Second Tier Studies and the subsequent phases which are design and construction.

When the design phase of a project is funded and finished, MoDOT will be able to identify the properties it needs to purchase. Only after construction is funded, will the timeframe for property acquisition be known.

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**Comment:**

I strongly support enhancement of the express bus service concept including providing for bus transit on the shoulder and exploring locations to add park and ride lots. I am a commuter on the 152-Raytown/Lee's Summit Express.

**Response:**

Comment acknowledged.

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**Comment:**

Most of my comments would be the same as others. My main comment is simple: Design the on/off ramps to be user friendly. A bad on/off ramp is the one at M-291 & 40 Highway. With the increase of traffic, we do need wider lanes to accomodate the masses. Thank you.

**Response:**

The Preferred Strategy will evaluate interchange improvements to address ramp lengths, merge areas, and weave sections at all interchanges. It will address short ramps and merging issues at the I-470 Interchange between the two freeways. Interchange improvements would include either a collector distributor road system or improvements to the interchange ramps to eliminate some of the interchange weaving areas. I-470 would require interchange improvements at U.S. 40 and 39th Street to maintain access if there are new ramps and I-470 mainline improvements to join the new ramps with I-470 traffic.

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**Comment:**

I live in the 4000 block of Blue Ridge Blvd. Bottom line, how does the I-70 improvement project affect me? Are we talking about re-locating homes?

**Response:**

All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail. **Section 3.1.4** in the **Draft FTEIS** provides a summary of the estimated overall number of relocations for the Preferred Strategy. Since these strategies have been developed with broad footprints, the relocation counts should be considered an order of magnitude at a point in time. The Second Tier Studies will study the strategies in more detail, including more detailed engineering drawings, and the relocation estimates will likely change.

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**Comment:**

You need to get rid of all the curves from 31st street to Prospect. Make I-70 a straight drive from 31st to Prospect.

**Response:**

The Preferred Strategy includes improving the curves at Benton Boulevard and Jackson Avenue within the existing right of way to the extent possible. It will not entirely eliminate the curves.

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**Comment:**

Getting through downtown is the worst part of i-70. i think, first, 670 and 70 need to be switched...OR it would be nice to make a whole new road that's only purpose was for travelers to be able to stay on i-70...and then have those people that need to get off somewhere downtown have a different road altogether.

**Response:**

The downtown loop improvements in the Preferred Strategy include lane balance and improvements in the northeast corner of the downtown loop as part of the kcICON project. This strategy would also consider interchange additions, consolidations, modifications, and/or eliminations to improve traffic flow and safety.

The Preferred Strategy would consider the South Loop Link Study to evaluate the possibility of enclosing the south leg of the downtown loop. The Second Tier Studies will coordinate with that planning effort and consider the recommended improvements from that study. In addition, the Wyandotte on-ramp to westbound I-670 was removed during the Bartle Hall expansion.



There was a commitment by the City of Kansas City, Missouri to replace this ramp at a future date. The need to replace this connection or not and where the ramp would be located are issues that will be evaluated in the Second Tier Studies.

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**Comment:**

I just heard your commercial and thought I would comment. I think our roads are great!! I grew up in Kansas and when we moved to Missouri 15 yrs. ago everyone would always make the comment how MO's roads suck. Well, I am here to tell you they have never been better and I didn't think they were all that bad to begin with. Sure you have your stretch of roads that are a little worse than others but you can't be everywhere at once, right? So keep up the good work and I am proud to say "I live in Missouri and I am proud of it!!" So, Thank-you for taking care of our roads. :)

**Response:**

Comment acknowledged.

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**Comment:**

When are they going to start widening I70 from 435 to 470 and when will they start buying the right of way

**Response:**

MoDOT is currently conducting the first step of the environmental phase for the future I-70 in the Kansas City metropolitan area. This step is called the First Tier Environmental Impact Statement (FTEIS) and it will recommend a preferred improvement strategy for addressing issues and opportunities in the I-70 corridor. Strategies are combinations of ideas for improving I-70 such as adding lanes at certain locations, improvements at specific interchanges, improvements in transit service, etc. The second step will further study and define the improvements for I-70 such that more detailed analyses of the environmental impacts can be performed to more precisely evaluate the impacts of the project. MoDOT has currently no available funding to begin the second step of the environmental phase and the following two phases, design and construction.

When the design phase of the future I-70 project is funded and finished, MoDOT will be able to identify the properties it needs to purchase. Only after construction is funded, will the timeframe for property acquisition be known.

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## Comment Cards

### Comment:

Concerned about noise abatement and air quality with increased traffic. Noise is bad enough as it is. Prefer making use of existing shoulders as much as possible (for cost control), esp since tax dollars are needed to fund it all.

### Response:

In the Second Tier Studies, corridor improvements that require significant changes in horizontal or vertical or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation during the Second Tier Studies. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

The Preferred Strategy is expected to improve air quality by removing existing bottlenecks which create congestion and stop and go traffic flows. The improved traffic flow will allow vehicles to travel more efficiently. The Second Tier Studies will further evaluate the impacts the Preferred Strategy will have on air quality and will include air quality modeling using FHWA improved model and conformance analysis through MARC. Additional information on air quality and its impacts is located in **Section 3.1.11** of the **Draft FTEIS**.

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### Comment:

Thanks for all the energy from Mo-DOT to keep us informed.

### Response:

Comment acknowledged.

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### Comment:

Suggestion for construction zone signage. "Maintain 5 car spacing, and drive exactly 40 mph" Rarely do you see any authority mention proper following distance. And young women seem (to me) to be the worse offenders of following too close.

### Response:

Comment acknowledged.

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### Comment:

A big concern of mine is the noise, should the decision to widen the road to 8 lanes – how much dirt (space) would have to be taken into the existing embankment. That would make the road

even closer to my house, than it is now. The noise (now) makes it impossible to carry on a conversation unless you are standing close. Thanks.

**Response:**

All of the Build Strategies are expected to increase noise levels for residents and businesses near I-70. The Second Tier Studies will further evaluate and refine the noise impacts that the Preferred Strategy will cause. The Preferred Strategy was developed with a broad footprint, thus at this time the amount of embankment needed is not known. As a part of the Second Tier Studies, the Preferred Strategy will be finalized and its footprint will be refined. The use of noise abatement measures such as walls and berms will be assessed if mitigation of noise is needed as indicated by measurement and modeling. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

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**Comment:**

This appears to be in step with the needs of the corridor. The challenges associated with addressing the current problems that restrict travel in the study area are significant, but must be overcome if the region is to sustain itself and prosper in the years to come. Continued progress is encouraged as cooperative dialog with Kansas officials so that a joint best final product can be achieved. Thank you for this opportunity to learn of the issues and comment about them.

**Response:**

Comment acknowledged.

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**Comment:**

The presentation is fantastic. There is an overwhelming amount of information. A lot went into this project so far and is appreciated. I look forward to getting updates at closer times near my area (Between Noland Road and Lee's Summit and I-70 and 40 highway). I use the I-70/40 Highway interchanges a lot.

**Response:**

Comment acknowledged.

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**Comment:**

Concerns over relocation of residential home and affects of improvements on Phelps Rd Bridge.  
Sound Barriers



**Response:**

All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail. **Section 3.1.4** of the **Draft FTEIS** provides a summary of the estimated overall number of relocations for each of the strategies. The Build Strategies have been developed with broad footprints, thus the relocation counts should be considered an order of magnitude at a point in time. The Second Tier Studies will study the strategies in more detail, including more detailed engineering drawings, and the relocation estimates will likely change. **Chapter 2** of the **Draft FTEIS** provides detailed information on the Build Strategies. **Chapter 3** of the **Draft FTEIS** includes additional maps of the potential environmental impacts.

The Second Tier Studies will further evaluate and refine the noise impacts that the Preferred Strategy will cause. The use of noise abatement measures such as walls and berms will be assessed if mitigation of noise is needed as indicated by measurement and modeling. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

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**Comment:**

I approve of MoDOT "Future I-70" plan, especially the third lane on I-70 at I-435. Would like to see wider shoulders and a taller divider between EB and WB to cut down on blinding headlights.

**Response:**

Comment acknowledged.

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**Comment:**

Need to encourage transit alternatives other than bus-on-shoulders to attract real ridership. Also need to reserve ROW for high speed rail with the median.

**Response:**

Comment acknowledged, however, the Initial Strategy Package 14: Bus Transit Focus in **Section 2** of the **Draft FTEIS** was not carried forward due to not meeting the purpose and need of the project as well as other packages and providing only limited improvement. The Initial Strategy Package 10: Rail Transit in **Section 2** of the **Draft FTEIS** was not carried forward because it did not meet the purpose and need goals; it potentially has higher human environmental and cultural impacts; the Jackson and Benton curves limit the practicality of light rail being able to negotiate the curves; and light rail is not specifically identified in any local or regional plans.

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**Comment:**

Great visuals! City Planning inclusion was good.

**Response:**

Comment acknowledged.

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**Comment:**

The geometry of I-70 and Van Brunt Blvd. should be changed in my opinion. The on ramp is too short for traffic to successfully merge onto I-70 during rush hour.

**Response:**

Comment acknowledged. Substantial improvements to the Van Brunt Boulevard Interchange are not currently included in the Preferred Strategy, but improvements may be evaluated as part of the Second Tier Study. Rehabilitation of the I-70 bridge over Van Brunt Boulevard is included.

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**Verbal Comments**

**Comment:**

Multiple residents were concerned that MoDOT would need to by homes along I-70.

**Response:**

All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies. The Second Tier Studies will examine individual parts of the I-70 corridor in more detail. **Section 3.1.4** of the **Draft FTEIS** provides a summary of the estimated overall number of relocations for each of the strategies. The Build Strategies have been developed with broad footprints, thus the relocation counts should be considered an order of magnitude at a point in time. The Second Tier Studies will study the strategies in more detail, including more detailed engineering drawings, and the relocation estimates will likely change. **Chapter 2** of the **Draft FTEIS** provides detailed information on the Build Strategies. **Chapter 3** of the **Draft FTEIS** includes additional maps of the potential environmental impacts.

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**Comment:**

Property owners were concerned that the project would “fence-in” their property, preventing future redevelopment.

**Response:**

The I-70 First Tier Environmental Impact Statement is a high-level study looking at potential strategies to improve conditions throughout the corridor. All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies.

The Second Tier Studies will examine individual parts of the I-70 corridor in more detail, including more detailed engineering drawings and impacts. Funding has not been identified to begin the Second Tier Studies and the subsequent phases which are design and construction.

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**Comment:**

There were several individuals with noise concerns related to traffic levels, truck engine breaks, etc. These need to be addressed in the final design.

**Response:**

In the Second Tier Studies, corridor improvements that require significant changes in horizontal or vertical or an increase in the number of through lanes, then MoDOT will conduct a noise study to provide a preliminary assessment of needed mitigation during the Second Tier Studies. However, the actual mitigation measures will not be determined until the formal design phase of the project in accordance with MoDOT's Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** of the **Draft FTEIS**.

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**Comment:**

One commenter thought that major events such as the start of baseball games at the Stadium Complex could be better timed to not interfere as much with peak hour traffic.

**Response:**

Comment acknowledged. The start time of baseball games are established by Major League Baseball in coordination with television schedules.

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**Comment:**

One commenter expressed a concern that the St. Steven's church basement gets flooded in high rains and that this has occurred since I-70 was built.

**Response:**

The Second Tier Studies will further evaluate and refine the neighborhood and community impacts of the Preferred Strategy. The Second Tier Studies will refine each strategy and their footprints to avoid or minimize neighborhood and community impacts where possible.

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**Comment:**

One commenter asked about where wetland impacts would occur. He also asked about reducing the amount of land that major freeway interchanges take up such as the I-435/I-70 interchange. He also asked about the origin and destination of traffic along I-70 and whether this would be studied in more detail during the Second Tier Studies.

**Response:**

The I-435 and I-470 Interchange areas are the primary locations where wetland disturbances occur for all of the Build Strategies. In addition, some wetland disturbances occur near the Lee's Summit Road Interchange. The Second Tier Studies and additional design efforts will likely narrow the impact area and work to avoid, minimize, and mitigate impacts to wetlands. Additional information on wetlands and its impacts is located in **Section 3.1.14** of the **Draft FTEIS**. In the more detailed Second Tier Studies, all available travel data could be used to develop a more refined understanding of traffic flows at specific locations and interchanges.

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**Comment:**

A couple of commenters asked about the timing for future construction. They were concerned about when the project could affect their property.

**Response:**

The I-70 First Tier EIS is a high-level study looking at potential strategies to improve conditions throughout the corridor. All assessment of impacts at this point are high level estimates and may change as the study proceeds into more detailed Second Tier Studies.

The Second Tier Studies will examine individual parts of the I-70 corridor in more detail, including more detailed engineering drawings and impacts. Funding has been not identified to begin the Second Tier Studies and the subsequent phases which are design and construction.

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**Transit Action Network – May 7, 2010 Letter****Comment:**

**Good Report.** Overall, I am pleased with the study. It recognizes, tacitly if not explicitly, that the world is changing around us, and that conclusions reached in the past -- including some of the conclusions reached in the I-70 MIS begun for this corridor in 2000 -- may no longer be valid.

**Response:**

Comment acknowledged.

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**Comment:**

**Added Capacity Not Needed.** I support the general conclusion that additional lanes are probably not required. Given the many changes that have happened since the earlier studies in this corridor -- significantly higher gas prices, and MARC's pending adoption of a long-range transportation plan that incorporates elements of the "Adaptive Scenario," to cite just two -- the wise course of action is to avoid adding capacity whenever possible, and to instead resolve to implement transportation and other policy measures to make additional capacity unnecessary.

**Response:**

Comment acknowledged. The Preferred Strategy carries two potential strategies forward east of I-435 for the reasons mentioned in the comment among others discussed in **Section 2.5** of the **Draft FTEIS**.  
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**Comment:**

**Public Transit.** The study supports public transit, but it seems mostly to support just the idea of transit. If transit is or can be a factor in reducing congestion and/or the need to add lanes, what measures are proposed to facilitate adding such service? Direct state funding to supplement local funding is my recommendation for your recommendation.

**Response:**

Comment acknowledged.  
-----

**Comment:**

**Capacity Management.** The study appears to support a Transportation Improvement Corridor (a concept that I suggest be called simply "managed capacity" or "managed lanes" in the future). Any management of just part of the total capacity of the highway presents "management" challenges in the form of providing separation, enforcement, etc. The study should, instead, recommend that capacity management techniques be applied to all capacity rather than just a few lanes. Access management techniques (which can include ramp metering, ramp metering with HOV bypass, and other strategies) and pricing strategies (which can include an access fee administered in the form of "value pricing" during just morning peak hours, a daily freeway access fee for SOVs, or other variations) should be more thoroughly explored. Such strategies might not hold much appeal today, but they are likely to be much more acceptable by the time funding is available to make whatever improvements are selected for the corridor.

**Response:**

The Preferred Strategy did not include the Transportation Improvement Corridor Strategy. Travel demand management techniques as discussed above will continue to be considered as part of the Second Tier Studies.

-----

**Comment:**

**Bus on Shoulder.** The study considers and appears to lend support to the concept of "bus on shoulder." Although that concept seems to appeal to transit operators locally, I suggest that a full cost-benefit analysis be done before implementation: What is the cost of providing that capability vs. the actual number of transit passenger hours saved? I suggest that pursuing other strategies (such as TSM/TDM) to reduce congestion for all users would have a greater total benefit, and probably at lower cost. (Incidentally, if the operational protocol for bus on shoulder is that buses would operate on shoulder only when traffic speed drops below 35 mph, and that buses not operate more than 10 mph faster than other traffic, there will be many times when simply shifting buses over to a nearby arterial street would result in faster transit trips.)

**Response:**

All of the strategies will rebuild I-70 and the downtown loop which will include shoulders to enhance safety. This minimizes the additional cost to allowing bus on shoulder operation to improve the transit travel time versus the automobile. Buses on I-70 operate on predetermined routes that limit the option to periodically shift to nearby arterial routes.

-----

**Comment:**

**Tolling.** The concept of tolling deserves further consideration. One way or another, tolls are in our future. One of the most common objections to tolls on highways such as this is that, "We already paid for this highway, and we shouldn't have to pay for it again with tolls." Setting aside the fact that it also costs money to periodically replace worn-out pavement and bridges, typical highway user fees do not come close to covering the full direct costs of building / operating / maintaining a highway such as this. This study would perform an important public service were it to include an estimate of the direct cost of providing for each vehicle mile of travel, broken out among a few classes of vehicles. The family sedan, for example, might contribute roughly a penny per mile in state and federal fuel taxes and other user fees, while it costs all of us two or more cents per mile to provide the highway. With that information in hand, the notion of a direct user fee (such as a toll) to cover part of the cost of the highway becomes a lot more palatable. [Incidentally, we need to distinguish between the "Pennsylvania Turnpike" concept of a toll road where drivers pay the full cost, and a highway like I-70 where tolls might cover just the incremental cost of the higher level of roadway provided.]

**Response:** Comment acknowledged. The Preferred Strategy does not recommend tolling, but does not preclude it as a future option as part of an overall regional/statewide change in funding facilities such as I-70.

-----



**Comment:**

**Rail in the I-70 Corridor.** Rail transit in the corridor is considered in Strategy Package 10, including the shorter segment between the Blue River and 18th Street, but it is dismissed because rail transit would not have access to the Kansas City Terminal Railway tracks due to heavy freight traffic. The most recent commuter rail concept envisions avoiding those tracks, and instead operating over a combination of new ROW and streets between the Blue River and Union Station. Regardless of whether that proposal (currently known as Regional Rapid Rail) comes to fruition as envisioned, there will continue to be interest in establishing commuter rail service in one of the corridors to the southeast. Preserving the possibility of a rail line adjacent to I-70, at least for the segment between Truman Road and the Blue River, would appear to be a low-cost and prudent action to take. The design of Bruce R. Watkins Drive (US 71 Highway) provided for rail transit in the ROW at some future time, and while it has not yet been used, having that option available is valuable.

**Response:**

The Second Tier environmental studies will take into account the results of the regional transit plans and initiatives currently on-going.

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## **Appendix D.2 Agency Comment Summary**

## **Agency Comments Summary – June 7, 2010**

### **U.S. Army Corps of Engineers (Regulatory Branch) – May 11, 2010**

#### **Comment:**

The final project must be designed in order to have no adverse effect on the Corps of Engineers' Blue River Channel Modification Project. In addition, flood water conveyance in all floodway/floodplains in the project area should be considered.

#### **Response:**

The Second Tier environmental documents will further develop the detail of the identified preferred strategy to adhere to USACE requirements. This comment will be carried forward as part of the scoping process for the Second Tier Studies.

-----

#### **Comment:**

The U.S. Fish and Wildlife Service, National Wetland Inventory (NWI) maps were used to identify five potential wetland resources within the I-70 study corridor. The document identifies two of the wetland areas as jurisdictional, under the authority of the Clean Water Act, and three of the wetlands are described as non-jurisdictional. The NWI maps, although useful for planning purposes, are not detailed enough for the Corps or the EPA to make accurate determinations as to regulatory jurisdiction. In addition, the NWI maps are likely outdated as the maps were likely completed in the 1980s.

In order for the Corps of Engineers to complete a preliminary or an approved jurisdictional determination all wetland areas and stream channels within the work/study area must be delineated and reviewed as part of the Department of the Army (DA) permit process. A final determination of jurisdiction of the existing wetlands and streams will be completed at that time. The project should be designed to avoid and minimize all impacts to these resources.

#### **Response:**

As the project continues into Second Tier Studies and reaches the design phase, efforts will be made to avoid and minimize all impacts to wetlands. Wetland delineations and assessment will be completed and submitted to the Corps of Engineers for review as part of the permit process.

-----

#### **Comment:**

Page 3.14-2 contains a definition of a hydric soil. The hydric soil definition used in this draft document should be changed to the hydric soil definition adopted by the Natural Resources Conservation Service and the U.S. Army Corps of Engineers. The definition of a hydric soil is a



soil that formed under conditions of saturation, flooding, or ponding, for long enough during the growing season to develop anaerobic conditions in the upper part.

**Response:**

The definition of hydric soil has been revised in **Section 3.2.6** in the **Final FTEIS** as suggested.

-----

**Comment:**

Page 3.15-2 should include the Indiana bat (*Myotis sodalist*) as a species that could be found within the Study Area and one that must be reviewed in greater detail as part of Second Tier study. The Indiana bat inhabits forested areas along stream channels (riparian zone). The Federal Highway Administration and the U.S. Fish and Wildlife Service should complete consultation concerning all threatened and endangered species that may be adversely affected by the proposed project. This consultation, as outlined in Section 7 of the Endangered Species Act, should be completed by the lead federal agency.

**Response:**

The Indiana bat (*Myotis sodalist*) has been added as a species that could be found in the Study Area in **Section 3.2.7** in the **Final FTEIS**. The Second Tier Studies will consider potential impacts to the Indiana Bat.

-----

**Comment:**

As part of the DA permit process and in order to comply with the National Environmental Policy Act (NEPA), the Corps of Engineers will prepare a Record of Decision (ROD) in order to adopt the final EIS prepared by the Federal Highway Administration. If an adverse effect to a historic property, eligible for listing in the National Register of Historic Places, is identified the final EIS should describe the selected strategies for avoiding, minimizing and mitigating any adverse effect to any historic property or historic district that is eligible for listing in the National Register. The DA permit will include special conditions outlining the requirements to mitigate all adverse effects to historic properties that are eligible for listing in the National Register.

**Response:**

The FTEIS has not identified and adverse impacts to historic properties listed on the National Register of Historic Places. Detail surveys for potentially eligibility properties will be conducted as part of the Second Tier Studies following the NEPA requirements. The Second Tier Studies will describe strategies to avoid, minimize, and mitigate any adverse impacts discovered in during the Second Tier Studies.

-----

## U.S. Environmental Protection Agency – May 3, 2010

### **Comment:**

The illustration on Page ES-1 explains that five sub-areas of independent utility will be "broken down into multiple future Second Tier environmental studies". EPA recommends that the Final FTEIS provide a description of the various types of environmental studies, and some insight into the criteria that will be used to determine the type of NEPA analysis accorded to each of the 5 sub-areas (EIS, EA or CE). One good reference for this would be the CEQ's "A Citizen's Guide to the NEPA" ([http://ceq.hss.doe.gov/nepa/Citizens\\_Guide\\_Dec07.pdf](http://ceq.hss.doe.gov/nepa/Citizens_Guide_Dec07.pdf)).

### **Response:**

The recommended Sections of Independent Utility (SIU) and a description of the various types of environmental studies (EIS, EA, or CE) recommended for each SIU has been added to **Section 2** of this **Final FTEIS**. The study team has also produced a technical memorandum describing each sub-area and determined the type of NEPA analysis accorded to each SIU. This is located in **Appendix C**.

-----

### **Comment:**

Page ES-13 states the MoDOT is mandated to identify and address disproportionately high and adverse human health or environmental effects of proposed projects on minority and low-income populations. Further, this section indicates that the No-Build Strategy will have no disproportionate and adverse effect. EPA believes that this conclusion should be re-evaluated in light of the fact that the Benton and Jackson Curves are identified as EJ areas, and in a No-Build scenario, any diminishing LOS could result in increased air pollution such as Mobile Source Air Toxics (MSATS), Carbon Monoxide (CO), and Ozone (O<sub>3</sub>).

### **Response:**

The No-Build scenario is expected to result in reduced LOS and increased congestion throughout the Study Area, not only through the identified EJ areas. The potential increase in air quality pollution would not be disproportionate and impact all areas around to corridor.

-----

### **Comment:**

EPA recommends providing some narrative to describe "Operation Green Light" and "Smart Moves Regional Transit Vision" in the FTEIS.

**Response:**

Additional narrative description for “Operation Green Light” and “Smart Moves Regional Transit Vision” has been added to **Chapter 2** in the **Final FTEIS**.

-----

**Department of Natural Resources – May 6, 2010**

**Comment:**

The City Environmental site referenced in Table 3.8.1 is no longer an active (operating) hazardous waste treatment storage or disposal facility. City Environmental/U.S. Liquids declared bankruptcy several years ago. EPA, working in coordination with the Department, filed a claim with the bankruptcy court for environmental claims including continuation of long-term groundwater monitoring at the former City Environmental facility. Shallow groundwater at this site remains contaminated with certain chemicals in excess of drinking water maximum contaminated levels.

**Response:**

The status of City Environmental site was revised to “Inactive” in **Table 3.2** in **Section 3.2.3** in the **Final FTEIS**.

-----

**Comment:**

The Beazer East (former Koppers wood treating facility), EPA ID/hazardous waste permit number MOD007146517, is located at 6740 Stadium Blvd. This facility was issued a Missouri Hazardous Waste Management Facility Part I Permit by the Department's Hazardous Waste Program and a U.S. Environmental Protection Agency Hazardous and Solid Waste Amendments Part II Permit on July 24, 1997. These permits remain in force pending their reissuance and are the regulatory mechanisms currently governing environmental monitoring and cleanup at the facility. There are no active operations on the facility property with the exception of the environmental activities required by the permits. The permitted property is located directly adjacent to the I-70 Blue River overpass in the space east of the Blue River and west of Manchester Trafficway.

The Beazer East hazardous waste facility is not noted on the maps or in the narrative site summary. Wood treating was performed at this facility for a number of decades. A considerable amount of contaminated soil has been removed from this property and groundwater contamination remains. Should project planners propose any construction on this site, they should be aware of the potential that soil or groundwater may have been contaminated by wood treatment chemicals. Any contaminated soil or groundwater would need to be properly characterized and disposed of or treated, as necessary. The Department's Hazardous Waste Program is also in the process of finalizing environmental covenants on the permitted property and an adjacent parcel of land in private ownership. These covenants



contain land use restrictions that may need to be considered in the context of any construction work that is proposed on the properties covered by the covenants.

**Response:**

The Beazer East site has been added to **Table 3.2** in **Section 3.2.3** in the **Final FTEIS**. Although the building and address fall outside of the study corridor, the Beazer East property does extend into the Study Area.

-----

**Comment:**

The 100-year floodplain map provided for this area in the DFTEIS may be outdated. The U.S. Army Corps of Engineers (USACE) Blue River rechannelization project has significantly changed the 100-year floodplain in this area. The Department understands that FEMA has been in the process of redrawing 100-year floodplain maps for this area and anticipates that the Beazer facility may now be out of the 100-year floodplain in contrast to the maps provided in the DFTEIS.

**Response:**

The Study Team has investigated whether the FEMA floodplain revisions to the 100-year floodplain are complete. It is recognized and anticipated that the floodplain will be reduced and impact less of the Beazer East property. The Study Team manually drew the revised FEMA floodplain data for the Blue River based on recent channelization projects from the LOMR. As a result, the Blue River floodplain was reduced. Depending on the timing of the I-435 SUI, the official FEMA floodplain map may be completed. Second Tier environmental studies will revisit the Blue River floodplain changes resulting from the Blue River channel revisions.

-----

**Comment:**

On Page 3.8-1, the Department recommends that the definition of hazardous waste be revised and include the following text: "Hazardous wastes as regulated by the Environmental Protection Agency (EPA) are defined as "waste with properties that make it dangerous or potentially harmful to human health or the environment. Hazardous wastes can be liquids, solids, contained gases, or sludges. They can be the byproducts of manufacturing processes or simply discarded commercial products, like cleaning fluids or pesticides". For the sake of clarity, for a waste to be considered hazardous, it must either be listed in *40 CFR 261 Subpart D* or exhibit at least one of the four characteristics of hazardous waste; ignitability, corrosivity, reactivity, or toxicity. If the waste is listed or exhibits any one of these characteristics, it is classified as hazardous waste.

**Response:**

The definition of hazardous waste has been revised in **Section 3.2.3** in the **Final FTEIS** as suggested.

-----

**Comment:**

The Department recommends that Table 3.11.1 be amended as follows:

**Sulfur Dioxide**

- "Sulfur Dioxides", should read Sulfur Dioxide without the "s", or it could read "Sulfur Oxides (Sulfur Dioxide)".
- Under Primary Standard, the annual standard is 0.030 ppm, as opposed to 0.03 ppm (this effects rounding).

**Ozone**

- For the Primary 8-hour Standard listed at 0.075 ppm, the chart indicates the 2000 standard, which should be updated to the 2008 standard.
- In note 3 at the bottom of the chart, the Department recommends listing both the 1997 and 2008 standards, as the 3 year design value applies to both standards. (As written, it implies that this note only applies to the 1997 standard).

**Lead**

- The Primary Standard listed in the chart is the 1979 standard. The 2008 standard is 0.15 ug/m<sup>3</sup>, and the averaging time is rolling 3-month average. The Department recommends listing the standards for both years, as recommended for Ozone as both standards are currently in effect.

**Response:**

These revisions have been made and are shown in **Table 3.3** of **Section 3.2.5** in the **Final FTEIS**.

-----

**U.S. Department of the Interior – May 4, 2010****Comment:**

The EIS identifies many historic and other properties that may be eligible under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The EIS, however, does not specifically address the impacts to these properties, other than a certain number located in the project area, and the Preferred Alternative may or may not affect several of these properties. The Department assumes that we will see specific evaluations of impacts to these properties in the Tier 2 evaluations, and will defer our concurrence with the FHWA and the MoDOT on feasible or prudent alternatives impacting Section 4(f) properties until that time. In addition,

we will defer to the Tier 2 evaluations on whether all possible planning needed to minimize harm to these resources has been employed.

**Response:**

There are no anticipated adverse impacts to historic properties listed on the National Register of Historic Places identified in the I-70 Final FTEIS. However, additional analysis will be completed in the Second Tier Studies. Detail surveys for potentially eligibility properties will be conducted as part of the Second Tier Studies following the NEPA requirements. The Second Tier Studies will describe strategies to avoid, minimize, and mitigate any adverse impacts discovered in during the Second Tier Studies.

-----

**Federal Aviation Administration – March 29, 2010**

**Comment:**

Airspace Considerations - The project will require formal notice and review from an airspace standpoint under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. Construction or alteration of objects can have an adverse impact to operations at the Charles B. Wheeler Downtown Airport (MKC) located northwest of the Kansas City downtown area

- Construction of objects may result in an increase to approach minimums to runways making landings more difficult in adverse weather conditions.
- The location of constructed objects may impact runway protection zones, safety areas, object free areas and obstacle free zones.
- The proposed project could impact the proper operation of navigational aide facilities at the airport.

**Response:**

The required FAA notice and review will be completed when the downtown section is in the final design phase.

-----

**City of Kansas City, Missouri – September 10, 2010**

The following comments were also received from the City of Kansas City on June 4, 2010 via email.

**Comment:**

There is one major concern and that is the mentioning of the closure of the 18th Street Interchange needs to be removed from the report. We understand the not so subtle notice that



there is a desire to close the 18th Street interchange specifically. At this time, until adequate methods to address the access needs within the interchange area are addressed, we seriously object to the recommendation of closing the 18th Street Interchange. The executive summary and throughout the document there are enough references that the preferred strategy will consider interchange consolidations, modifications with CD roads, and/or elimination of access are sufficient comments. As the Second tier evaluations proceed forward more specific details on interchange improvements can be evaluated in more detail, and specific interchange modifications can be identified through the future processes.

**Response:**

The reference to the closing of specific interchanges was removed and more general wording, such as “. . . will consider interchange consolidations, modifications with CD roads, and/or elimination of access” was used as needed in the Final FTEIS. As indicated in the comment, the Second Tier Studies will evaluate interchange improvements and modifications in more detail.

-----

**Comment:**

Our second comment will center around the use of bus transit on the shoulder, and the need to carefully consider overall transportation safety in the implementation of this strategy.

**Response:**

Comment acknowledged. The safe implementation of this strategy will be a key component of the future design efforts for the project.

-----

**Comment:**

We feel that the preferred strategy for the entire corridor should be the Improve Key Bottlenecks Strategy for the entire project length. We feel that the Add General Lanes Strategy for only part of the corridor provides an unbalanced overall strategy.

**Response:**

Comment acknowledged. The reasons for the Preferred Strategy are discussed in **Section 2.5** of the **Draft FTEIS**. Depending on the outcome of the Second Tier Study between I-435 and I-470, Improve Key Bottlenecks could be selected for the entire corridor.

-----

**City of Independence, Missouri – May 14, 2010**

**Comment:**

For the eastern segment of the I-70 corridor, the City favors the preferred strategy of 'Add General Lanes' over 'Fix Bottlenecks'. Growth is expected to continue in eastern Jackson County. The addition of I-70 lanes would provide capacity beyond interchange improvements.

**Response:**

Comment acknowledged. The reasons for the Preferred Strategy are discussed in **Section 2.5** of the **Draft FTEIS**.

-----

**Comment:**

The City thinks there would be significant value in adding sound barrier walls along portions of the I-70 corridor. Independence property owners adjacent to I-70 have voiced concerns about excess highway noise on numerous occasions. At the appropriate time, consideration should be given to integrating noise reduction into strategies for traffic management.

**Response:**

All of the Build Strategies are expected to increase noise levels for residents and businesses near I-70. As a part of the Second Tier Studies, the Preferred Strategy will be finalized and its footprint will be refined. If the Selected Strategy requires substantial changes in horizontal or vertical alignments or an increase in the number of through lanes, then noise measurements and modeling will be completed using FHWA approved models. A preliminary assessment of mitigation will occur. Consideration of noise abatement measures, such as walls and/or berms, will be completed in accordance with the MoDOT Noise Policy. Additional information on noise and its impacts is located in **Section 3.1.10** in the **Final FTEIS**.

-----

**Mid-America Regional Council (MARC) – May 5, 2010****Comment:**

Issue: Adequate consideration of transit and non-motorized modes of transportation.

The report does acknowledge transit, and bike/pedestrian users in the corridor, but doesn't suggest many specific methods to address their needs - mostly deferring to the Second Tier Studies to develop any details of that nature. It would be helpful to have stronger commitment in the First Tier document to accommodate those modes. There needs to be an expression of intent by MoDOT to fund additional transit service in the corridor, if transit service can play a role in reducing congestion, and thereby reducing the need for added capacity. Furthermore, there needs to be a commitment by MoDOT to consider the results of the ongoing transit commuter corridor studies in the Second Tier EIS.

**Response:**

The level of detail regarding bike/pedestrian facilities is best suited for the Second Tier Studies to examine. The Improve Key Bottleneck Strategy description discussing the interchange improvement elements in **Section 2.2** of the **Final FTEIS** was revised to include bicycle/pedestrian access. The on-going transit commuter corridor studies is one reason the

Preferred Strategy carried forward two potential strategies between I-435 and I-470. The results of the transit commuter corridor studies will be considered in the Second Tier environmental studies.

-----

**Comment:**

Issue: Truck-only lanes.

The document acknowledges the I-70 Supplemental EIS (Truck-only lanes) but says that the issue will be addressed in the Tier 2 studies. This suggests an assumption that the truck-only lanes don't change the amount of truck traffic to address in the corridor, and the remaining questions are only of designing/locating the transition from truck-only lanes to general purpose lanes. MARC has stated before that there is not enough information from the truck-only lane study to draw this conclusion. This document should contain a more detailed description of the assumptions made about truck traffic in the corridor, and at what point it would be necessary to revisit the Tier 1 conclusions if these assumptions turn out to be incorrect.

**Response:**

The I-70 Supplemental EIS indicates in Table 1.1 that I-70 west of I-470 is expected to have a one percent annual growth rate in average daily traffic to the year 2030. The annual traffic growth rate for the I-70 FTEIS varies from 1.5 percent to 1.9 percent depending on location along to corridor to the year 2030.

The most significant difference is the I-70 Supplemental EIS focused on daily volumes and not peak hour volumes. The FTEIS focused on the peak hour volumes which included a peak hour truck percent of 4 to 5 percent. The I-70 FTEIS assumed that the peak hour truck percent would remain constant; as a result the peak hour truck volumes would increase at an annual growth rate of 1.5 to 1.9 percent similar to the total traffic volumes. Any truck volume growth above this is anticipated to occur primarily during the off peak hours when there is little congestion and not influence the decisions made in the FTEIS. As a result of this level of truck and general traffic growth, no specific improvements will be required. Should new results from other studies indicate substantially different results, the conclusions of the I-70 FTEIS could be revisited.

-----

**Comment:**

Issue: Travel demand management/capacity.

The document should more fully analyze the potential of travel demand management and capacity management strategies in the corridor.



**Response:**

The study determined that travel demand management and capacity management strategies as a standalone strategy was not effective enough to substantially reduce congestion in this study corridor. These strategies can supplement the Preferred Strategy and should be incorporated into the Second Tier Study analyses.

-----

**Missouri Federal Assistance Clearinghouse – March 30, 2010****Comment:**

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

**Response:**

Comment acknowledged. A copy of this letter is included in **Appendix D.3**.

-----

**U.S. Coast Guard – March 22, 2010****Comment:**

Please refer to your letter requesting a review and comment for the Draft First Tier Environmental Impact Statement for Route I-70 project. We have determined that pursuant to the Coast Guard Authorization Act of 1982, the subject project does not involve bridges over commercially navigable waters of the United States. Therefore, a Coast Guard bridge permit is not required for this project.

**Response:**

Comment acknowledged.

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## **Appendix D.3 Agency Comment Letters**



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
KANSAS CITY DISTRICT, CORPS OF ENGINEERS  
635 FEDERAL BUILDING  
KANSAS CITY MO 64106-2896

FHWA  
MO DIV  
RECEIVED

MAY 17 2010

DA	
ADA	
Planning	
ROW	
Env Review	
Env Pro	
Fin Mgr	
Fin Spec	
Fin Tech	
Bridge	
Civil Rights	
Safety	
Operations	
TE1	
TE2	
TE3	
TE4	

May 11, 2010

Regulatory Branch  
(2008-1254)

Ms. Peggy Casey  
Environmental Projects Team Leader  
Federal Highway Administration, Division Office  
3220 West Edgewood, Suite H  
Jefferson City, Missouri 65109

Dear Ms. Casey:

This letter is in response to the issuance of the Draft I-70, First Tier Environmental Impact Statement (EIS) for the proposed improvements to the Interstate 70 system in the Kansas City, Missouri metro area.

As a cooperating agency, we have reviewed the draft document and have the following comments:

The final project must be designed in order to have no adverse effect on the Corps of Engineers' Blue River Channel Modification Project. In addition, flood water conveyance in all floodway/floodplains in the project area should be considered.

The U.S. Fish and Wildlife Service, National Wetland Inventory (NWI) maps were used to identify five potential wetland resources within the I-70 study corridor. The document identifies two of the wetland areas as jurisdictional, under the authority of the Clean Water Act, and three of the wetlands are described as non-jurisdictional. The NWI maps, although useful for planning purposes, are not detailed enough for the Corps or the EPA to make accurate determinations as to regulatory jurisdiction. In addition, the NWI maps are likely outdated as the maps were likely completed in the 1980s.

In order for the Corps of Engineers to complete a preliminary or an approved jurisdictional determination all wetland areas and stream channels within the work/study area must be delineated and reviewed as part of the Department of the Army (DA) permit process. A final determination of jurisdiction of the existing wetlands and streams will be completed at that time. The project should be designed to avoid and minimize all impacts to these resources.

Page 3.14-2 contains a definition of a hydric soil. The hydric soil definition used in this draft document should be changed to the hydric soil definition adopted by the Natural Resources Conservation Service and the U.S. Army Corps of Engineers. The definition of a hydric soil is a soil that formed under conditions of saturation, flooding, or ponding, for long enough during the growing season to develop anaerobic conditions in the upper part.



Page 3.15-2 should include the Indiana bat (*Myotis sodalis*) as a species that could be found within the study area and one that must be reviewed in greater detail as part of Second Tier study. The Indiana bat inhabits forested areas along stream channels (riparian zone). The Federal Highway Administration and the U.S. Fish and Wildlife Service should complete consultation concerning all threatened and endangered species that may be adversely affected by the proposed project. This consultation, as outlined in Section 7 of the Endangered Species Act, should be completed by the lead federal agency.

As part of the DA permit process and in order to comply with the National Environmental Policy Act (NEPA), the Corps of Engineers will prepare a Record of Decision (ROD) in order to adopt the final EIS prepared by the Federal Highway Administration. If an adverse effect to a historic property, eligible for listing in the National Register of Historic Places, is identified the final EIS should describe the selected strategies for avoiding, minimizing and mitigating any adverse effect to any historic property or historic district that is eligible for listing in the National Register. The DA permit will include special conditions outlining the requirements to mitigate all adverse effects to historic properties that are eligible for listing in the National Register.

If you have any questions concerning this matter, please feel free to write me or call Mr. Douglas Berka at 816-389-3657 (FAX 816-389-2032).

Sincerely,



David R. Hibbs, Assistant Chief  
Regulatory Branch  
Operations Division



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7  
901 NORTH 5TH STREET  
KANSAS CITY, KANSAS 66101

MAY 03 2010

FHWA  
MO DIV  
RECEIVED

MAY 11 2010

DA	
ADA	
Planning	
ROW	
Env Review	<input checked="" type="checkbox"/>
Env Pro	
Fin Mgr	
Fin Spec	
Fin Tech	
Bridge	
Civil Rights	
Safety	
Operations	
TE1	
TE2	
TE3	
TE4	

✓ Ms. Peggy Casey, Environmental Projects Team Leader  
Federal Highway Administration  
3220 W Edgewood, Suite H  
Jefferson City, MO 65109

Mr. Kevin Keith, Chief Engineer  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, MO 65102

Dear Ms. Casey and Mr. Keith:

RE: Review of Draft Environmental Impact Statement for First Tier - Future I-70  
Kansas City Metro Project, Proposing to Improve I-70 Corridor from East of the  
Missouri and Kansas State Line to East of I-470 Interchange, Downtown Central  
Business Freeway Loop, Kansas City, Jackson County, MO.

The U.S. Environmental Protection Agency (EPA) has reviewed the First Tier – Future I-70 Draft Environmental Impact Statement (DEIS). Our review is provided pursuant to the National Environmental Policy Act 42 U.S.C. 4231, Council on Environmental Quality regulations 40 C.F.R. Parts 1500-1508, and Section 309 of the Clean Air Act. The DEIS was assigned the CEQ number 20100074.

Based on our overall review and the level of our comments, the EPA has rated the DEIS for this project Lack of Objections (LO).

EPA offers the following recommendations as the Final EIS is developed:

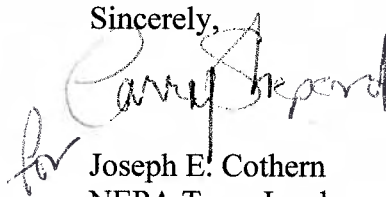
1. The illustration on Page ES-1 explains that five sub-areas of independent utility will be “broken down into multiple future Second Tier environmental studies”. EPA recommends that the Final FTEIS provide a description of the various types of environmental studies, and some insight into the criteria that will be used to determine the type of NEPA analysis accorded to each of the 5 sub-areas (EIS, EA or CE). One good reference for this would be the CEQ’s “A Citizen’s Guide to the NEPA” ([http://ceq.hss.doe.gov/nepa/Citizens\\_Guide\\_Dec07.pdf](http://ceq.hss.doe.gov/nepa/Citizens_Guide_Dec07.pdf)).
2. Page ES-13 states that MoDOT is mandated to identify and address disproportionately high and adverse human health or environmental effects of proposed projects on minority and low-income populations. Further, this section indicates that the No-Build Strategy

will have no disproportionate and adverse effect. EPA believes that this conclusion should be re-evaluated in light of the fact that the Benton and Jackson Curves are identified as EJ areas, and in a No-Build scenario, any diminishing LOS could result in increased air pollution such as Mobile Source Air Toxics (MSATS), Carbon Monoxide (CO), and Ozone (O<sub>3</sub>).

3. EPA recommends providing some narrative to describe "Operation Green Light" and "Smart Moves Regional Transit Vision" in the FTEIS.

Thank you for the opportunity to provide our comments regarding this project. If you have any questions, please contact me at 913-551-7148 or via email at [cothern.joe@epa.gov](mailto:cothern.joe@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph E. Cothorn". To the left of the signature is a small, stylized mark that looks like "for".

Joseph E. Cothorn  
NEPA Team Leader  
Environmental Services Division



## **Draft Environmental Impact Statement Rating Definitions**

### **Environmental Impact of the Action**

#### **"LO" (Lack of Objections)**

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### **"EC" (Environmental Concerns)**

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

#### **"EO" (Environmental Objections)**

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### **"EU" (Environmentally Unsatisfactory)**

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### **Adequacy of the Impact Statement**

#### **"Category 1" (Adequate)**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

## "Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

## "Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

MAY 11 2010



Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director

## DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

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TE4	

May 6, 2010

Ms. Peggy Casey  
Environmental Projects Team Leader  
Federal Highway Administration, Division Office  
3220 West Edgewood, Suite H  
Jefferson City, Missouri 65109

Mr. Kevin Keith  
Chief Engineer and Acting Director  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: Interstate 70 Draft First Tier Environmental Impact Statement, Jackson County, Missouri

Dear Ms. Casey and Mr. Keith:

The Missouri Department of Natural Resources (Department) appreciates the opportunity to review the Interstate 70 Draft First Tier Environmental Impact Statement (DFTEIS) for Jackson County, Missouri. The Department offers the following comments for consideration.

**Hazardous Waste Issues**

The City Environmental site referenced in Table 3.8.1 is no longer an active (operating) hazardous waste treatment storage or disposal facility. City Environmental / U.S. Liquids declared bankruptcy several years ago. EPA, working in coordination with the Department, filed a claim with the bankruptcy court for environmental claims including continuation of long-term groundwater monitoring at the former City Environmental facility. Shallow groundwater at this site remains contaminated with certain chemicals in excess of drinking water maximum contaminant levels.

The Beazer East (former Koppers woodtreating facility), EPA ID/hazardous waste permit number MOD007146517, is located at 6740 Stadium Blvd. This facility was issued a Missouri Hazardous Waste Management Facility Part I Permit by the Department's Hazardous Waste Program and a U.S. Environmental Protection Agency Hazardous and Solid Waste Amendments Part II Permit on July 24, 1997. These permits remain in force pending their reissuance and are the regulatory mechanisms currently governing environmental monitoring and cleanup at the facility. There are no active operations on the facility property with the exception of the



environmental activities required by the permits. The permitted property is located directly adjacent to the I-70 Blue River overpass in the space east of the Blue River and west of Manchester Trafficway.

The Beazer East hazardous waste facility is not noted on the maps or in the narrative site summary. Woodtreating was performed at this facility for a number of decades. A considerable amount of contaminated soil has been removed from this property and groundwater contamination remains. Should project planners propose any construction on this site, they should be aware of the potential that soil or groundwater may have been contaminated by wood treatment chemicals. Any contaminated soil or groundwater would need to be properly characterized and disposed of or treated, as necessary. The Department's Hazardous Waste Program is also in the process of finalizing environmental covenants on the permitted property and an adjacent parcel of land in private ownership. These covenants contain land use restrictions that may need to be considered in the context of any construction work that is proposed on the properties covered by the covenants.

The 100-year floodplain map provided for this area in the DFTEIS may be outdated. The U.S. Army Corps of Engineers (USACE) Blue River rechannelization project has significantly changed the 100-year floodplain in this area. The Department understands that FEMA has been in the process of redrawing 100-year floodplain maps for this area and anticipates that the Beazer facility may now be out of the 100-year floodplain in contrast to the maps provided in the DFTEIS.

On page 3.8-1, the Department recommends that the definition of hazardous waste be revised and include the following text: "Hazardous wastes as regulated by the Environmental Protection Agency (EPA) are defined as "waste with properties that make it dangerous or potentially harmful to human health or the environment. Hazardous wastes can be liquids, solids, contained gases, or sludges. They can be the byproducts of manufacturing processes or simply discarded commercial products, like cleaning fluids or pesticides". For the sake of clarity, for a waste to be considered hazardous, it must either be listed in *40 CFR 261 Subpart D* or exhibit at least one of the four characteristics of hazardous waste: ignitability, corrosivity, reactivity, or toxicity. If the waste is listed or exhibits any one of these characteristics, it is classified as hazardous waste.

### **Air Quality Issues**

The Department recommends that Table 3.11.1 be amended as follows:

#### **Sulfur Dioxide:**

- "Sulfur Dioxides", should read Sulfur Dioxide without the "s", or it could read "Sulfur Oxides (Sulfur Dioxide)".
- Under Primary Standard, the annual standard is 0.030 ppm, as opposed to 0.03 ppm (this effects rounding).

Ms. Peggy Casey  
Mr. Kevin Keith  
May 6, 2010  
Page 3

**Ozone:**

- For the Primary 8-hour Standard listed at 0.075 ppm, the chart indicates the 2000 standard, which should be updated to the 2008 standard.
- In note 3 at the bottom of the chart, the Department recommends listing both the 1997 and 2008 standards, as the 3 year design value applies to both standards. (As written, it implies that this note only applies to the 1997 standard).

**Lead:**

- The Primary Standard listed in the chart is the 1978 standard. The 2008 standard is 0.15 ug/m<sup>3</sup>, and the averaging time is a rolling 3-month average. The Department recommends listing the standards for both years, as recommended for Ozone, as both standards are currently in effect.

We appreciate the opportunity to provide comments for the Interstate 70 Draft First Tier Environmental Impact Statement, Jackson County, Missouri. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, phone number (573) 751-3195. The address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Dru Buntin  
Deputy Director for Policy

DB:bjj



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, DC 20240



9043.1  
PEP/NRM

MAY 4 2010

MAY 11 2010

ER 10/244

Mr. Kevin Ward  
Division Administrator  
Federal Highway Administration  
3220 West Edgewood, Suite H  
Jefferson City, Missouri 65109

Dear Mr. Ward:

As requested, the Department of the Interior (Department) has reviewed the Draft First Tier Environmental Impact Statement (EIS) for **Interstate 70 (I-70) Corridor Improvements, from the Kansas state line to east of Interstate 470, Jackson County, Missouri**. The Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) prepared this document. The Department offers the following comments and recommendations for your consideration.

## Section 4(f) Comments

The purpose of the EIS was to develop strategies for improvements to I-70 in the Kansas City metropolitan area. Four strategies were developed for this first tier evaluation: (1) a No Build strategy that would concentrate on new paving, improvements to existing bridges, and changes to certain ramps to improve traffic flow and congestion; (2) a Key Bottleneck strategy that would include factors of the no build strategy plus a focus on specific congestion locations; (3) an Add General Lanes strategy utilizes the Key Bottleneck strategy but focuses on increasing the number of traffic lanes; and (4) a Transportation Improvement Corridor strategy that would include factors of the Add General Lanes strategy plus a focus on providing a specialized transportation corridor, barrier-separated from the regular traffic lanes, and used for congestion-managed lanes, reversible lanes, High Occupancy Vehicle lanes, or bus lanes. The EIS identifies the Key Bottleneck strategy as the Preferred Alternative. Following the completion of the first tier study, the project area will be divided into five Tier 2 segments of independent utility, which will consider specific impacts to five specific sections of the I-70 Corridor in separate environmental documents.

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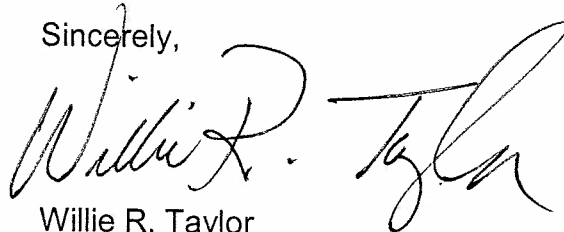


The EIS identifies many historic and other properties that may be eligible under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The EIS, however, does not specifically address the impacts to these properties, other than a certain number located in the project area, and the Preferred Alternative may or may not affect several of these properties. The Department assumes that we will see specific evaluations of impacts to these properties in the Tier 2 evaluations, and will defer our concurrence with the FHWA and the MoDOT on feasible or prudent alternatives impacting Section 4(f) properties until that time. In addition, we will defer to the Tier 2 evaluations on whether all possible planning needed to minimize harm to these resources has been employed.

The Department has a continuing interest in working with the FHWA and the MoDOT to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102; telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,



Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance

cc:

✓ Ms. Peggy Casey  
Environmental Projects Team Leader  
FHWA Division Office  
3220 West Edgewood, Suite H  
Jefferson City, Missouri 65109

Mr. Kevin Keith  
Chief Engineer  
Missouri Department of Transportation  
Post Office Box 270  
Jefferson City, Missouri 65102



U.S. Department  
Of Transportation

**Federal Aviation  
Administration**

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March 29, 2010

Ms. Peggy Casey  
Environmental Projects Team Leader  
Federal Highway Administration, Division Office  
3220 West Edgewood, Suite H  
Jefferson City, MO 65109

Re: Draft Tier EIS for Route I-70, Jackson County, MO  
(I-70 Corridor Improvements from Kansas/Missouri State Line to I-470)

Dear Ms. Casey:

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA's area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with Allan Zafft's letter dated March 8, 2010 addressed to Mr. Christopher Blum at the Federal Aviation Administration and have no comments regarding environmental matters. Note that future EAs and EISs may be directed to my attention.

Airspace Considerations

The project will require formal notice and review from an airspace standpoint under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. Construction or alteration of objects can have an adverse impact to operations at the Charles B. Wheeler Downtown Airport (MKC) located northwest of the Kansas City downtown area

- Construction of objects may result in an increase to approach minimums to runways making landings more difficult in adverse weather conditions.
- The location of constructed objects may impact runway protection zones, safety areas, object free areas and obstacle free zones.
- The proposed project could impact the proper operation of navigational aide facilities at the airport.

Given the time required to conduct an aeronautical study, we recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at <http://oeaaa.faa.gov> (requires free registration).

I encourage you to submit a request for airspace study soon in order to determine if there are any potential effects to the airport from the proposed project. Be sure to submit information for any roads, objects, and temporary construction equipment (e.g. cranes) that exceed the notice criteria.

More information on this process may be found at:  
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at [glenn.helm@faa.gov](mailto:glenn.helm@faa.gov) or 816-329-2617.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glenn Helm".

Glenn Helm, P.E.  
Environmental Specialist

cc: Joseph Miniace, FAA, ACE-1  
Todd Madison, FAA, ACE-611B  
Angela Muder, FAA ACE-620F  
Michael Roper, Airport Manager (MKC)





111 EAST MAPLE • P.O. BOX 1019 • INDEPENDENCE, MISSOURI 64051-0519

[www.ci.independence.mo.us](http://www.ci.independence.mo.us) • (816) 325-7000



May 14, 2010

Allan Zafft  
Transportation Planning Coordinator  
600 NE Colbern Road  
Lee's Summit, MO 64086

**RE: I-70 DRAFT FIRST-TIER ENVIRONMENTAL IMPACT STATEMENT**

Dear Mr. Zafft:

The City of Independence appreciates the opportunity to comment on the I-70 Draft First-Tier Environmental Impact Statement. The City views the I-70 interchange at I-470 as high priority for strategic safety and access improvements. Addressing short access ramps and merging difficulties would benefit the thousands of drivers in their daily trips through the I-470 interchange.

For the eastern segment of the I-70 corridor, the City favors the preferred strategy of 'Add General Lanes' over 'Fix Key Bottlenecks'. Growth is expected to continue in eastern Jackson County. The addition of I-70 lanes would provide capacity beyond interchange improvements.

The City thinks there would be significant value in adding sound barrier walls along portions of the I-70 corridor. Independence property owners adjacent to I-70 have voiced concerns about excess highway noise on numerous occasions. At the appropriate time, consideration should be given to integrating noise reduction into strategies for traffic management.

As the I-70 project shifts into second tier evaluation, the City will continue to have strong interest in participating. If there are questions about these comments, please contact Donna Coatsworth, Traffic Engineer, at 816-325-7608.

Sincerely,

John Powell, P.E.  
Public Works Director

dkc:

Cc: Donna Coatsworth, Traffic Engineer

600 Broadway, Suite 200  
Kansas City, Missouri 64105-1659

816/474-4240  
816/421-7758 FAX  
www.marc.org



May 5, 2010

Allan Zafft  
Missouri Department of Transportation  
600 NE Colbern Road  
Lee's Summit, MO 64086

Dear Allan:

On behalf of the Mid-America Regional Council, I wish to submit the attached comments related to the Draft I-70 First Tier Environmental Impact Statement. These comments were reviewed and approved by the Total Transportation Policy Committee (TTPC) on April 20, 2010, and by the MARC Board of Directors on April 27, 2010.

Please feel free to contact me if you have any questions regarding the MARC comments. Thank you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jim Hubbell".

Jim Hubbell  
Transportation Planner II  
Mid-America Regional Council

Enc: 1

Chair  
Tom Cooley  
Commissioner  
Unified Government  
of Wyandotte County/  
Kansas City, Kan.

1st Vice Chair  
Jim Schultz  
Councilmember  
Independence, Mo.

2nd Vice Chair  
Marge Vogt  
Councilmember  
Olathe, Kan.

Treasurer  
Jan Marcason  
Councilmember  
Kansas City, Mo.

Secretary  
James C. Tellefson  
Commissioner  
Leavenworth County, Kan.

Executive Director  
David A. Warm

## **MARC Comments on Draft I-70 First Tier Environmental Impact Statement**

1. **ISSUE:** Adequate consideration of transit and non-motorized modes of transportation

**COMMENT:** The report does acknowledge transit, and bike/pedestrian users in the corridor, but doesn't suggest many specific methods to address their needs - mostly deferring to the second tier studies to develop any details of that nature. It would be helpful to have stronger commitment in this First Tier document to accommodate those modes. There needs to be an expression of intent by MoDOT to fund additional transit service in the corridor, if transit service can play a role in reducing congestion, and thereby reducing the need for added capacity. Furthermore, there needs to be a commitment by MoDOT to consider the results of the ongoing transit commuter corridor studies in the Second Tier EIS.

2. **ISSUE:** Truck-only lanes

**COMMENT:** The document acknowledges the I-70 Supplemental EIS (Truck-only lanes) but says the issue will be addressed in the Tier 2 studies. This suggests an assumption that the truck-only lanes don't change the amount of truck traffic to address in the corridor, and the remaining questions are only of designing/locating the transition from truck-only lanes to general purpose lanes. MARC has stated before that there is not enough information from the truck-only lane study to draw this conclusion. This document should contain a more detailed description of the assumptions made about truck traffic in the corridor, and at what point it would be necessary to revisit the Tier 1 conclusions if these assumptions turn out to be incorrect.

3. **ISSUE:** Travel demand management/capacity

**COMMENT:** The document should more fully analyze the potential of travel demand management and capacity management strategies in the corridor.





**Jeremiah W. (Jay) Nixon**  
Governor

State of Missouri  
**OFFICE OF ADMINISTRATION**  
Post Office Box 809  
Jefferson City, Missouri 65102  
Phone: (573) 751-1851  
Fax: (573) 751-1212

**Kelvin L. Simmons**  
Commissioner

March 30, 2010

Alla Zafft  
MoDOT  
600 NE Colbern Road  
Lee's Summit, MO 64086  
allan.zafft@modot.mo.gov

Dear Mr. Zafft:

Subject                   1009058  
                                  Assistance

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

A handwritten signature in cursive script that reads "Sara VanderFeltz".

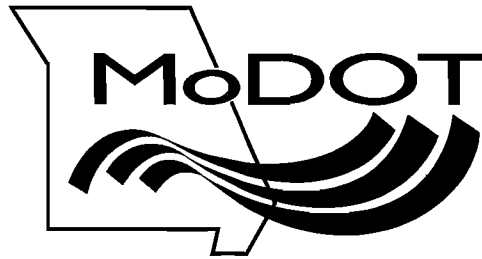
Sara VanderFeltz  
Administrative Assistant

cc:

10091058

MAR 15 2010

Missouri  
Department  
of Transportation



Elizabeth A. Wright, District Engineer

District 4 – Kansas City Area  
600 NE Colbern Road  
Lee's Summit, MO 64086  
(816) 622-6500  
Fax (816) 622-6323  
Toll free 1-888 ASK MoDOT  
(1-888-ASK-6636)  
[www.modot.mo.gov](http://www.modot.mo.gov)

March 8, 2010

Sara Vanderfeltz  
Missouri Federal Assistance Clearinghouse  
Office of Administration  
State Capital Building, Room 125  
P.O. Box 809  
Jefferson City, MO 65102

Dear Ms. Vanderfeltz:

Enclosed is one (1) electronic CD copy of the Draft First Tier Environmental Impact Statement for Route I-70, Jackson County, Missouri, (FHWA-MO-EIS-10-01-D, MoDOT Job Number J411486B).

This material is transmitted for your review and comment on behalf of the Federal Highway Administration (FHWA) and Missouri Department of Transportation (MoDOT) in compliance with the Council on Environmental Quality's "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act". This Draft First Tier EIS has been prepared in accordance with Section 1502 of the Regulations and has been submitted for filing to EPA as specified in Section 1506.9.

FHWA and MoDOT anticipate the publication of the Notice of Availability in the *Federal Register* on March 19, 2010. Comments are due to one of the addresses on the signature page of the Draft First Tier EIS by May 7, 2010.

Please contact me with any questions regarding the transmittal of this Draft First Tier EIS at 816-622-0687 or [Allan.Zafft@modot.mo.gov](mailto:Allan.Zafft@modot.mo.gov).

Sincerely,

Allan Zafft  
Project Manager  
Missouri Department of Transportation  
Enclosures

cc: Peggy Casey, Federal Highway Administration - Missouri Division Office  
Matthew Burcham, Missouri Department of Transportation - Central Office  
Chris Nazar, Wilbur Smith Associates  
Project File

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street  
St. Louis, MO 63103-2832  
Staff Symbol: dwb  
Phone: (314) 269-2382  
Fax: (314) 269-2737  
Email: david.a.orzechowski@uscg.mil  
www.uscg.mil/da/westernriversbridges

16591.6/Blue River  
March 22, 2010

Mr. Allan Zafft  
Project Manager  
Missouri Department of Transportation  
600 NE Colbern Road  
Lee's Summit, MO 64086

Subj: DRAFT FIRST TIER ENVIRONMENTAL IMPACT STATEMENT FOR ROUTE I-70,  
JACKSON COUNTY, MISSOURI

Dear Mr. Zafft:

Please refer to your letter requesting a review and comment for the Draft First Tier Environmental Impact Statement for Route I-70 project. We have determined that pursuant to the Coast Guard Authorization Act of 1982, the subject project does not involve bridges over commercially navigable waters of the United States. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

ROGER K. WIEBUSCH  
Bridge Administrator  
By direction of the District Commander



CITY OF FOUNTAINS  
HEART OF THE NATION



KANSAS CITY  
MISSOURI

## Public Works Department Director's Office

September 10, 2010

Ms. Beth Wright  
District Engineer  
Missouri Department of Transportation – District 4  
600 NE Colbern Road  
Lee's Summit, MO 64086

Re: I-70 First Tier EIS

Dear Ms. Wright:

The following is a summary of our previous comments submitted by email on the Draft First Tier Environmental Impact Statement for Route I-70, Jackson County, Missouri.

First, we have a major concern with mentioning of the closure of the 18th Street Interchange and request that it be removed from the report. We understand the desire to close the 18th Street interchange specifically. At this time, until adequate methods to address the access needs within the interchange area are addressed, we seriously object to the recommendation of closing the 18th Street Interchange. The executive summary and throughout the document there are enough references that the preferred strategy will consider interchange consolidations, modifications with CD roads, and/or elimination of access are sufficient comments. As the Second tier evaluations proceeds forward more specific details on interchange improvements can be evaluated in more detail, and specific interchange modifications can be identified through the future processes.

Second comment centers around the use of bus transit on the shoulder, and the need to carefully consider overall transportation safety in the implementation of this strategy.

Finally, we feel that the preferred strategy for the entire corridor should be the Improve Key Bottlenecks Strategy for the entire project length. We feel that the Add General Lanes Strategy for only part of the corridor provides an unbalanced overall strategy.

If you have any questions, please let me know.

Sincerely,

Stanley J. Harris, P.E.  
Director of Public Works

## **Appendix D.4 Public Hearing Transcript**





**I-70 FTEIS Location Public Hearing Transcript**  
**MoDOT Job No. J4I1486B**

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**Notification**

A single English, Spanish, and Vietnamese legal noticed was placed in the *Examiner*. English/Spanish and English/Vietnamese newspaper advertisements were published in the *Examiner*, *Dos Mundos*, *Kansas City Star*, *Kansas City Globe*, and *Kansas City Call* newspapers. Radio ads were announced via *News Radio KMBZ 980*. News releases were sent to local media outlets. In addition, English/Spanish and English/Vietnamese postcards were mailed to the 8,856 property owners, residents, and stakeholders on the project's mailing list.

**On-Line Public Hearing**

An on-line public hearing was held April 1 through May 7, 2010 on the project website ([www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)). The on-line hearing received 2,013 hits from website visitors.

**Meeting Materials**

Hearing participants reviewed the following color handouts and large, color exhibits/stations:

Handouts	Purpose
<ul style="list-style-type: none"><li>Information handout</li></ul>	Explained the meeting exhibits, how comments would be taken, and how the comments would be used.
<ul style="list-style-type: none"><li>Comment Cards</li></ul>	Provided a mechanism for submitting written comments.
<ul style="list-style-type: none"><li>Newsletter</li></ul>	Provided an overview of the project and schedule.
<ul style="list-style-type: none"><li>Business Card</li></ul>	Offered project contact information.

Exhibit or Station	Purpose
<ul style="list-style-type: none"><li>Public Hearing Welcome</li></ul>	Explained the background on the public hearing.
<ul style="list-style-type: none"><li>How an Idea Become a Reality</li></ul>	Described how transportation projects are implemented from initial ideas to construction.
<ul style="list-style-type: none"><li>Study Process</li></ul>	Described the FTEIS process.

**I-70 FTEIS Location Public Hearing Transcript**  
**MoDOT Job No. J4I1486B**

• Study Area	Map of the portion of I-70 under study.
• Purpose and Need	Described the reasons why MoDOT is conducting the study and the existing needs within the study area.
• Strategy Development	Explained the steps MoDOT took to develop strategies for improving I-70 and the strategies considered.
• Strategy Maps	Showed the key elements of each of the four First Tier Strategies considered and the Identified Preferred Strategy.
• Identified Preferred Strategy	Explained why MoDOT proposed an Identified Preferred Strategy.
• Draft FTEIS	Explained what the Draft FTEIS was and provided copies for review.
• Environmental Maps	1 - Showed the location of known environmental resources.  2 - Provided a summary of some of the key potential effects of the strategies on environmental resources.
• Next Steps	Described the next steps for the project.
• Computer Stations	Offered an opportunity for hearing participants to blog and email the Project Manager about the project.
• We Need Your Comments	Comment table where participants provided comment via written comment cards or voice recording.
• Contact Information	Provided contact points for further information.

**I-70 FTEIS Location Public Hearing Transcript**  
**MoDOT Job No. J4I1486B**

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<ul style="list-style-type: none"><li>• Other MoDOT Projects</li></ul>	Provided information on other Kansas City area MoDOT projects.
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**Comments**

The Identified Preferred Strategy for improving I-70 in the Kansas City Metro was presented at the public hearing for community comment. In advance of the hearing copies of the Draft First Tier Environmental Impact Statement were provided to the Missouri Department of Transportation (MoDOT) District 4 office in Lee's Summit, Kansas City Public Library – Central Branch, and Mid-Continent Public Library – South Independence Branch for public comment. MoDOT also accepted comments via e-mail and blog. The comments collected related to:

- Improving safety
- Problems with on-/off-ramps
- Impacts to the natural environment, e.g. air quality, water/wetlands
- Adding lanes
- Right of way impacts to homes
- Funding for improvements
- Transportation alternatives, e.g. rail transit



## **Legal Notice**

A single English, Spanish, and Vietnamese legal noticed was placed in the *Examiner*.

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**NOTICE OF OPEN HOUSE PUBLIC HEARING**  
**I-70, FIRST TIER ENVIRONMENTAL IMPACT STATEMENT**  
**JACKSON COUNTY**

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Notice is hereby given to all interested persons that an open house public hearing will be held in April to gather input about the Missouri Department of Transportation's (MoDOT) Draft First Tier Environmental Impact Statement (Draft FTEIS), which evaluates strategies and proposes the identified preferred strategy for improving I-70 in the Kansas City Metropolitan Area.

The hearing will take place between 4:00 p.m. and 7:00 p.m. on Monday, April 12, 2010 at Noland Road Baptist Church (4505 South Noland Road) in Independence, Missouri. An identical meeting will be held at the Gregg/Klice Community Center (1600 John "Buck" O'Neil Way) in Kansas City, Missouri from 4:00 p.m. to 7:00 p.m. on Tuesday, April 13, 2010. The public may attend either hearing any time during the advertised hours. Access for the physically disabled is available.

MoDOT is conducting an environmental study of I-70 in Jackson County. The study area spans 18 miles of I-70 from the last ramp termini east of the Missouri – Kansas state line to just east of I-470 and includes all of the Downtown Kansas City Central Business District Freeway Loop.

The hearing is an open house, so no formal presentation will be given. The open-house format will involve separate areas for greeting, display, and recording comments. One or more greeters stationed at the entrance to the room or rooms will ask people upon arrival to fill out a sign-in sheet and will direct them to exhibit areas. Each person will be provided a handout that explains the project and purpose of the meeting.

All interested persons will be given an opportunity to be heard concerning their views on the Draft FTEIS with reference to the economic and social effects of the study,

**I-70 FTEIS Location Public Hearing Transcript**  
**MoDOT Job No. J4I1486B**

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the impact on the environment, and consistency with the goals and objectives of the community.

The Draft FTEIS document, maps, and other detailed information that MoDOT has prepared will be available for public review during the April 12<sup>th</sup> and April 13<sup>th</sup> public hearing. The same materials will also be available for public inspection and copying at the project website ([www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)), MoDOT offices (600 NE Colbern Road, Lee's Summit 64086), the Central Branch of the Kansas City Public Library (14 West 10<sup>th</sup> Street, Kansas City, Missouri 64105), and the South Independence Branch of the Mid-Continent Public Library (13700 E. 35<sup>th</sup> Street South, Independence, Missouri 64055).

Written statements, exhibits, and oral statements will be received during the hearing. Written statements and exhibits will be made part of the public hearing transcript if received within 10 working days after the date of the hearing. Comments may also be submitted online via the project website noted above.

If you are disabled and require special services at the hearings, please contact TDD (telecommunication devices for the deaf) at 1-800-735-2966 so that arrangements for those services can be made.

Anyone desiring further information on this or other highway matters should contact the Missouri Department of Transportation at 600 NE Colbern Road, Lee's Summit Missouri 64086 or call 1-816-622-6500 or 1-888-ASK MODOT (275-6636).

MISSOURI DEPARTMENT OF TRANSPORTATION

BY: STEVE PORTER, SENIOR COMMUNITY RELATIONS SPECIALIST

DISTRICT 4

## **Press Release**

### **MoDOT Kansas City Area District News Release**

*Steve Porter 816-622-6329*

April 01, 2010

#### **Public Hearings on Future Plans for I-70 Set for April 12, 13**

LEE'S SUMMIT, Mo. - Interstate 70 is the first interstate in the United States, it is nearing the end of its life cycle and needs to be rebuilt and expanded. A critical step in moving forward is to complete the environmental study. This study will shape the ways MoDOT constructs projects on I-70 for years to come. The preferred strategy will reduce bottlenecks, improve efficiency and safety, and better accommodate alternative transportation modes.

Citizens have many opportunities this month to provide input about MoDOT's Draft First Tier Environmental Impact Statement.

The public can go online at [www.modot.org/kansascity](http://www.modot.org/kansascity) to participate or attend one of the public hearings. The hearings will explain how MoDOT evaluates strategies and which preferred strategy is now proposed for improving I-70 in the Kansas City Metropolitan Area.

The open-house hearings will be 4 to 7 p.m. Monday, April 12, at Noland Road Baptist Church, 4505 South Noland Road, Independence, Mo. and 4 to 7 p.m. Tuesday, April 13, at the Gregg/Klice Community Center, 1600 John "Buck" O'Neil Way, Kansas City, Mo. The public may attend either hearing at any time during the advertised hours. Access for the physically disabled is available. The public can participate online at [www.modot.mo.gov/kansascity/metroi70](http://www.modot.mo.gov/kansascity/metroi70) through May 7.

MoDOT is conducting an environmental study of I-70 in Jackson County. The study area spans 18 miles of I-70 from the end of the last ramp east of the Missouri - Kansas state line to just east of I-470. It includes all of the Downtown Kansas City Central Business District Freeway Loop. This portion of I-70 is among the busiest and most congested highways in the Kansas City area.

The hearing is an open house, so no formal presentation will be given. The open-house format will involve separate areas for greeting, display, and recording comments. Each person will be provided a handout that explains the project and purpose of the meeting.

Those attending either in person or on line will be given an opportunity to be heard concerning their views on the Draft FTEIS with reference to the economic and social effects of the study, the impact on the environment, and consistency with the goals and objectives of the community.

For more information about other MoDOT projects, please visit MoDOT's Website at [www.modot.mo.gov/kansascity](http://www.modot.mo.gov/kansascity). For instant updates, follow MoDOT\_KC on Twitter or send questions and comments to [kccommunityrelations@modot.mo.gov](mailto:kccommunityrelations@modot.mo.gov).



## Radio Spot Script

Radio ads were announced via *News Radio KMBZ 980*.

### BUDGET, SPOT LENGTH, AND RUN TIMES

Entercom KMBZ 980 was able to provide MoDOT's I-70 FTEIS project with the following:

5 (:30) commercials 6AM-9AM Morning News  
5 (:30) commercials 3PM-6PM Shanin and Parks  
9 (:10) Traffic sponsorships during drive times

KMBZ's run times were:

	4/8/2010	4/9/2010	4/12/2010
6a-9a (:30)	2x	2x	1x
3p-6p (:30)	2x	3x	off
Traffic am (:10)	1x	2x	2x
Traffic pm (:10)	2x	2x	off

### COPY FOR 30-SECOND SPOTS

MoDOT invites the public to hear more about plans to improve I-70 from the Missouri-Kansas state line to just east of I-470. Come to the open house meeting from 4:00 p.m. to 7:00 p.m. on Monday, April 12<sup>th</sup> at Noland Road Baptist Church (4505 South Noland Road) in Independence, Missouri. An identical meeting will be held at the Gregg/Klice Community Center (1600 John "Buck" O'Neil Way) in Kansas City, Missouri from 4:00 p.m. to 7:00 p.m. on Tuesday, April 13<sup>th</sup>. Visit [www.modot.org](http://www.modot.org) for more information.

### COPY FOR 10-SECOND SPOTS

MoDOT invites the public to hear more about plans to improve I-70 in Jackson County. Visit [www.modot.org](http://www.modot.org) for more information.

## Newspaper Advertisements

English/Spanish and English/Vietnamese newspaper advertisements were published in the *Examiner*, *Dos Mundos*, *Kansas City Star*, *Kansas City Globe*, and *Kansas City Call* newspapers. The newspaper ads ran the consecutive weeks prior to the public hearing. The following ad ran in *Dos Mundos*, *The Examiner*, and the *Kansas City Globe* on April 1 and April 8. The ad also ran in the *Kansas City Star* and the *Kansas City Call* on April 2 and April 9.



 **FUTURE I-70**  
Kansas City Metro  
STAYING AHEAD OF THE CURVE

**¡Sus comentarios son necesarios!**  
**Your comments are needed!**  
**Lời bình luận của bạn rất cần thiết!**

**Public Hearing**  
Monday, April 12, 2010

**Audiencia Pública**  
Lunes, 12 de Abril, 2010

**Lắng nghe công chúng tại:**  
**Thứ hai ngày 12 tháng 4 năm 2010**

4:00 PM – 7:00 PM  
Noland Road Baptist Church  
4505 South Noland Road  
Independence, MO 64055

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**Public Hearing**  
Tuesday, April 13, 2010

**Audiencia Pública**  
Martes, 13 de Abril, 2010

**Lắng nghe công chúng tại:**  
**Thứ ba ngày 13 tháng 4 năm 2010**

4:00 PM – 7:00 PM  
Gregg/Klice Community Center  
1600 John "Buck" O'Neil Way  
Kansas City, MO 64108

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**On-Line Public Hearing**  
April 1 - May 7, 2010  
go to: [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

**Audiencia Pública por internet**  
1 de Abril - 7 de Mayo, 2010  
vaya a: [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

**Hoặc trên trang mạng:**  
**Từ ngày 1 tháng 4 tới ngày 7 tháng 5 năm 2010**  
ở địa chỉ: [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

1-888 ASK MODOT (275-6636)

**[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)**

I-70 FTEIS Location Public Hearing Transcript  
MoDOT Job No. J4I1486B

Postcard

Project Manager:  
Gerente de Proyecto:  
Allan Zafft  
1-888-ASK-MODOT  
allan.zafft@modot.mo.gov

**¡Sus comentarios son necesarios!**  
**Your Comments are Needed!**

**MoDOT Continues to Stay Ahead of the Curve with I-70 Environmental Study in KC Metro**  
MoDOT continúa a la vanguardia Estudios Ambientales del I-70 en el área metropolitana de KC.

**Public Hearing**  
Monday, April 12, 2010  
**Audiencia Pública**  
Lunes, 12 de Abril, 2010  
4:00 PM – 7:00 PM  
Noland Road Baptist Church  
4505 South Noland Road  
Independence, MO 64055

**Public Hearing**  
Tuesday, April 13, 2010  
**Audiencia Pública**  
Martes, 13 de Abril, 2010  
4:00 PM – 7:00 PM  
Gregg/Klice Community Center  
1600 John "Buck" O'Neil Way  
Kansas City, MO 64108

**On-Line Public Hearing**  
April 1 - May 7, 2010  
go to:  
[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

**Audiencia Pública por internet**  
1 de Abril - 7 de Mayo, 2010  
vaya a:  
[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

Postcard Front

**FUTURE I-70**  
KANSAS CITY METRO  
STAYING AHEAD OF THE CURVE

For more information visit:  
Para mas información visítenos en :  
[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70)

**The Missouri Department of Transportation (MoDOT)**  
has proposed an identified preferred strategy for improving I-70 in the Kansas City Metropolitan Area. It will be on display at the April 12th and April 13th public hearing and at [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70) for public comment. The same materials will be on display at both meetings. You can attend the hearing to comment or review and blog about the proposed strategy at our website. We look forward to hearing from you!

**El Departamento de Transporte de Missouri (MoDOT)**  
ha propuesto e identificado una estrategia preferida para mejorar el I-70 en el área metropolitana de Kansas City. Será exhibido en la audiencia pública el 12 de abril y el 13 de abril y en [www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70) para comentarios públicos. Los mismos materiales serán exhibidos en ambas reuniones. Usted puede asistir a la audiencia para hacer comentarios o revisiones y blog sobre la estrategia propuesta en nuestro sitio Web. ¡Esperamos sus respuestas!

Patti Banks Associates  
929 Walnut, Suite 200  
Kansas City, MO 64106

Postcard Back



## Project Information Handout

### I-70 FIRST TIER ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING INFORMATION

#### WELCOME

Welcome to the Public Hearing for the I-70 First Tier Environmental Impact Statement (FTEIS). The hearing is being held over two nights, April 12<sup>th</sup> at Noland Road Baptist Church and April 13<sup>th</sup> at the Gregg/Klice Community Center. The hearing provides an opportunity for formal public review of the Draft FTEIS. The information presented this evening is intended to give you an overview of the study's major findings, the strategies considered to improve I-70, and the Identified Preferred Strategy.

We encourage everyone to ask questions and make their comments known. All comments received will be evaluated by MoDOT staff in determining the final strategy for improving I-70.

#### What Can You View at this Public Hearing?

The public hearing provides several options for viewing information and providing your comments:

- You may view the exhibits spaced around the room including maps of the potential improvement strategies located in the center of the room.
- You may view the on-line public hearing slide show at the computer stations and provide blog comments on the project.
- You may ask questions of the project team staff and make your opinions known. Representatives of MoDOT and its consultant team look forward to discussing the project with you.



#### We Need Your Comments?

You can submit your comments either tonight or after tonight. The comment period ends on May 7, 2010.

To submit your comments tonight you can...

1. Tell your comments to the comment reporter at the comment table. All you have to do is speak your mind and the reporter will record it.
2. Fill out a comment card and submit your comments in writing. Please place your completed comment card in the comment box.
3. Provide comments via the on-line blog or comment form at one of the computer stations.
4. Provide informal comments to any of the study team members. This type of input is important and will be documented but will not be included in the formal comments on the Draft FTEIS.

To submit your comments later you can...

1. Visit the Website at:  
[www.modot.org/kansascity/metroi70](http://www.modot.org/kansascity/metroi70) and take part in the on-line public hearing. There are links to provide blog comments or on-line comments.
2. Send an e-mail to the MoDOT project manager:  
[allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov)
3. Mail written comments to MoDOT at: 600 NE Colbern Road, Lee's Summit, MO 64086

#### What Happens to Comments?

- All formal comments received at the hearing or during the comment period will be reviewed, recorded and will become part of an appendix to the Final First Tier Environmental Impact Statement.
- Any additional comments received within ten working days after this hearing will be made a part of the hearing transcript and all substantive comments will be addressed in the Final First Tier Environmental Impact Statement. A substantive comment is one that comments on the project, environmental resources potentially affected and/or strategies considered and includes reasons for the comment. For example: "I do not want Strategy A because it will cause too many homes to be relocated."
- Even if your comment does not meet the technical definition of a substantive comment it is still important and MoDOT wants to know what you think.

**I-70 FTEIS Location Public Hearing Transcript**  
**MoDOT Job No. J4I1486B**

**The following exhibits and stations are located in the hearing room:**

<b>Exhibit or Station Name</b>	<b>What Does the Exhibit Show? What Happens At This Station?</b>
Public Hearing Welcome	It explains the background on the public hearing.
Purpose and Need	It explains the purpose of the project and the key reasons for improving I-70.
How an Idea Becomes a Reality	It describes how transportation projects are implemented from initial ideas to construction.
Study Process	It describes the process this project is following.
Study Area	A map of the portion of I-70 under study is shown.
Strategy Development	It explains the steps MoDOT took to develop strategies for improving I-70 and the strategies considered.
Strategy Maps	Maps showing the key elements of each of the four First Tier strategies considered and the Identified Preferred Strategy are provided on tables in the center of the room.
Identified Preferred Strategy	It explains why MoDOT has proposed an Identified Preferred Strategy.
Draft FTEIS	It explains what the Draft FTEIS is and provides copies for you to review.
Environmental Maps	Three maps of the various environmental resources in the Study Area including community facilities, parks, wetlands, floodplains, streams, and cultural resources.
Environmental Summary Effects	It provides a summary of some of the key potential effects of the strategies on environmental resources.
Next Steps	It describes the next steps for the project.
Computer Stations	You can participate in the on-line public hearing and blog on these computers.
We Need Your Comments - Comment Table	You can provide your comment on the project in many ways, as described below.
Contact Information	It provides contact points for further information.
Other MoDOT Projects Information Station	Information on other MoDOT projects in the Kansas City Area is provided here.

## 5.0 Public Comments

The summary of the public comments and the Study Team's responses are in **Appendix D.1**.



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573 - 751 - 2551 out of state

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Learn More



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## Planning for Highway Improvements with the Environment in Mind

continued

The goal of examining impacts to the human and natural environment is to identify and demonstrate an understanding of the resources within the I-70 Corridor so that impacts can be avoided, minimized, or mitigated. MoDOT wishes to achieve the transportation improvements needed in the I-70 Corridor with as little impact on the environment as possible.

To find out more about how the MoDOT Study Team will examine the potential environmental effects of the project, please review the [Environmental Impact Assessment Methodologies Memo](#) linked [here \(pdf\)](#).

The memo presents a general outline of steps and methodologies that will be used by MoDOT Study Team to carry out the impact evaluation process for different categories of environmental analysis. The environmental impact assessment methodologies are based on federal NEPA and MoDOT guidance. MoDOT's past success with environmental analyses for tiered environmental documents will also inform the methodologies used. Comments on the environmental assessment methodologies are welcome and can be made via the "[Contact Us](#)" page.

[< back](#)

[more >](#)

### Traveler Information Map

Check Your Route  
for Work Zones  
and Road Conditions

### Report a Road Concern

Potholes  
Mowing  
Traffic Signals & Signs

### MoDOT Job Opportunities

Job Listings  
and  
Applications

### MoDOT District Chooser



Click Another District to  
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